

**The**

# CONSTRUCTOR

OFFICIAL PUBLICATION OF THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA



Volume XXXV

**FEBRUARY 1953**

Number 2

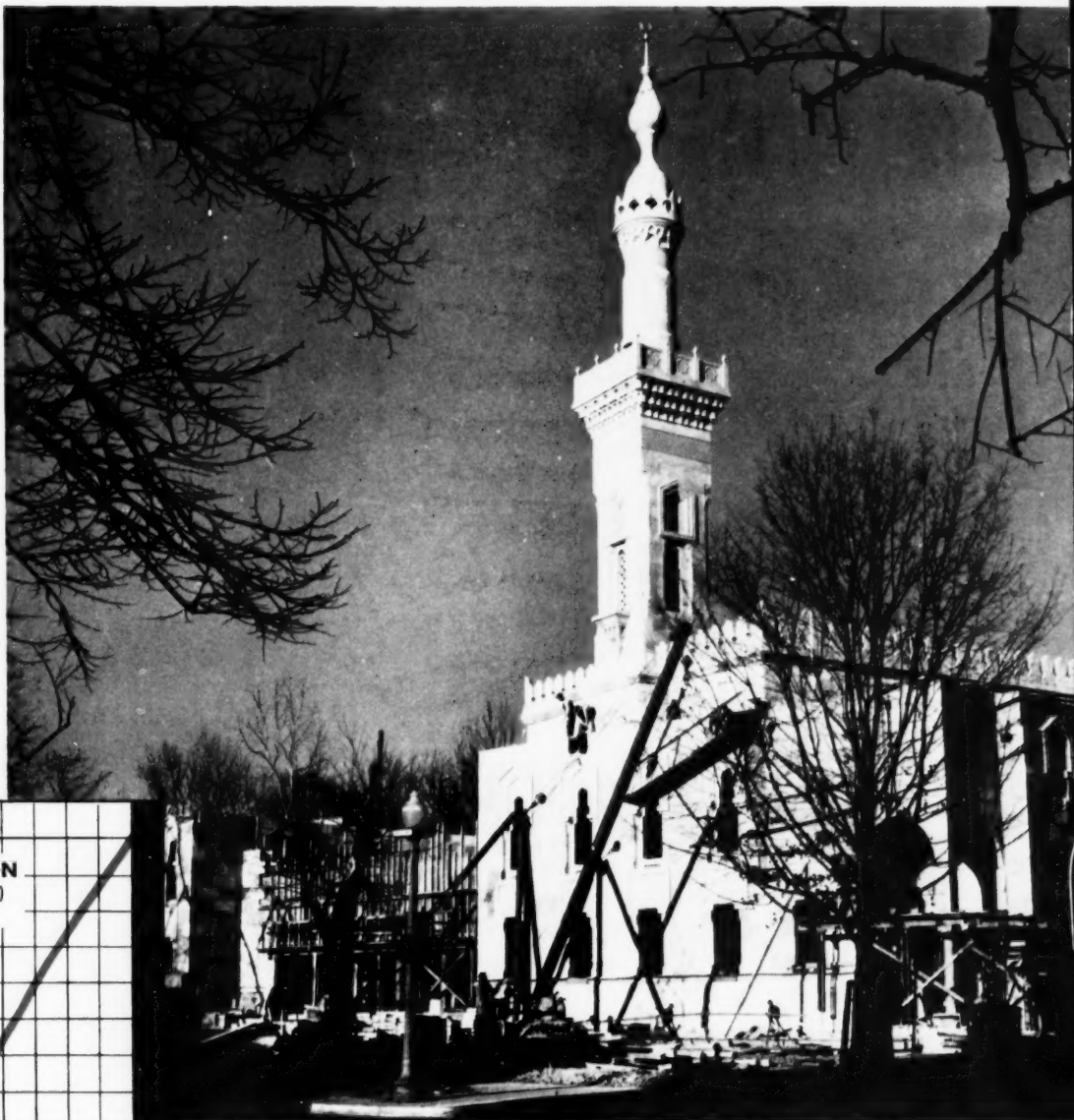
● BUILDINGS

● HIGHWAYS

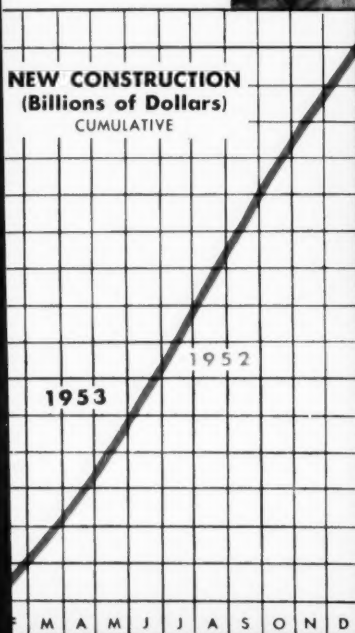
● AIRPORTS

● RAILROADS

**PUBLIC WORKS**



**NEW CONSTRUCTION**  
(Billions of Dollars)  
CUMULATIVE



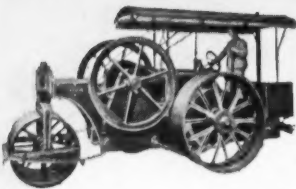
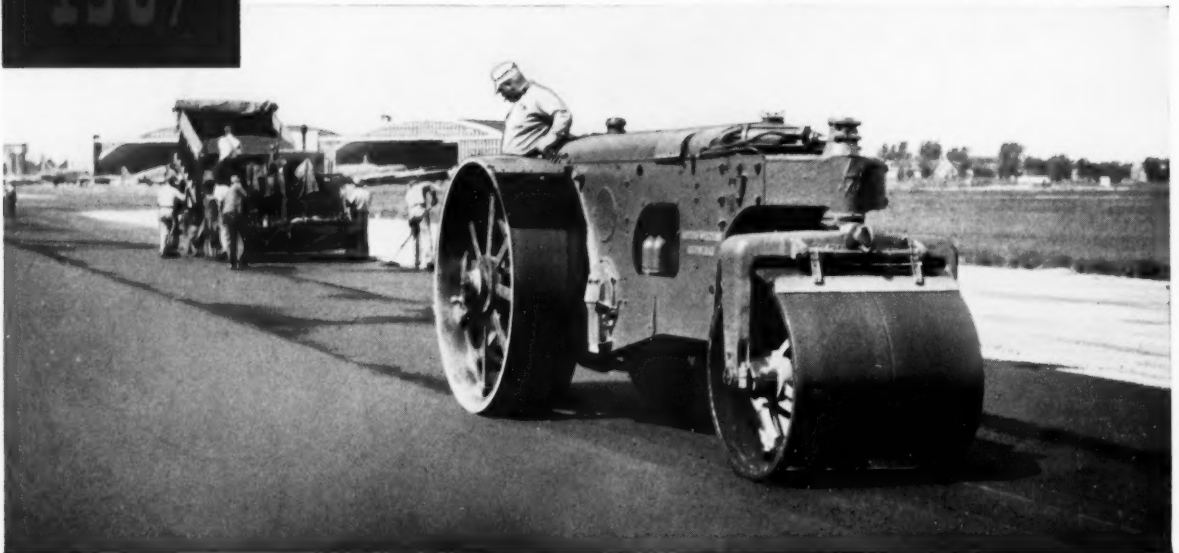
**Eisenhower Outlines Plans for the Nation—21**

**Budget and Taxes Are Toughest Problems—30**

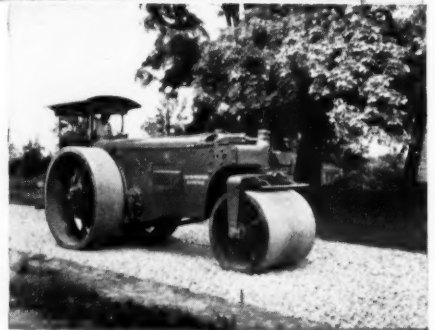
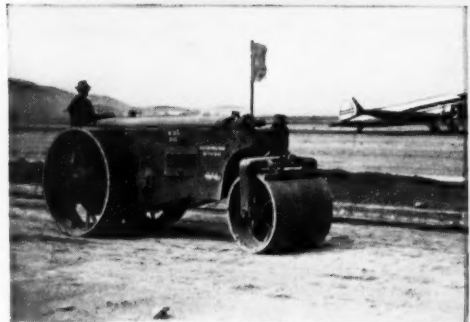
**New Renegotiation Guide for Construction—32**

SINCE  
1907

# Famous for Dependability



They said it of the "one-lunger" of 1907, and they say it today . . . "Austin-Western rollers stay on the job day after day, and month after month, with less time lost for mechanical adjustments, maintenance and repair." That's **DEPENDABILITY!** Add to it the precision job of rolling that results from such things as Proper Weight Distribution, Vibrationless Power Units and Smooth Acting Clutches, and you have everything needed for top grade performance. The Autocrat is made in 10- and 12-ton sizes. Each has full-length side plates for maximum rigidity; low center of gravity for smooth operation, and hydraulic power steer. Each may be had with gas or diesel engine. Special equipment includes lights, sprinkling system, canopy top and powerful hydraulic scarifier.



## Austin-Western

**Power Graders  
Road Rollers • Motor Sweepers**



Construction Equipment Division

Manufactured by  
**AUSTIN-WESTERN COMPANY**  
Subsidiary of Baldwin-Lima-Hamilton Corporation  
**AURORA, ILLINOIS, U.S.A.**



# Built to Keep Your Jobs on Schedule



**T**HE right kind of tires play a big part in keeping jobs moving on time—on all kinds of ground, in all kinds of weather.

That's why Goodyear builds these three great tires for off-the-road service—to give you the right tires for every need.

You can depend on these proved tires because Goodyear has built 575 million tires—more tires for more purposes than any other tire manufacturer.

Doesn't it stand to reason that the *only* tire maker with such a great fund of practical experience can speed *your* jobs, cut *your* operating costs, as Goodyear has done for so many others? Goodyear, Truck Tire Department, Akron 16, Ohio.

**FOR EACH JOB, THERE'S A  
COST-CUTTING GOODYEAR TIRE!**

## ALL-WEATHER

Finest for rolling big loads faster on all free-rolling wheels.

## SURE-GRIP

Top tire for traction on any rig where PULL is the prime need.

## HARD ROCK RIB

Super-tough champ for front wheels on all tire-killing work.



All-Weather, Sure-Grip—  
T.M.'s The Goodyear Tire & Rubber Company, Akron, Ohio

# GOOD YEAR

**MORE TONS ARE HAULED ON GOODYEAR TRUCK TIRES THAN ON ANY OTHER KIND**

We think you'll like "THE GREATEST STORY EVER TOLD"—every Sunday—ABC Radio Network—THE GOODYEAR TELEVISION PLAYHOUSE—every other Sunday—NBC TV Network

**THE CONSTRUCTOR, FEBRUARY 1953**

# THE HOSPITAL THAT SERVES A MILLION PEOPLE



## 'Incor' Speeds Concrete-Frame Erection



New Beekman-Downtown Hospital, first general hospital built in Manhattan in 20 years—ultra-modern, 8-story, reinforced-concrete frame, cost complete, including land, \$5.5-million.

When the project ran into cold weather, the Contractor switched to 'INCOR' 24-HOUR CEMENT—maintaining well-planned frame-erection schedules, with important heat-protection savings. Smooth-working 'Incor' mix facilitated finishing.

● Upwards of a million people work or live in Lower Manhattan. To provide adequate hospital facilities, this ultra-modern, 170-bed Beekman-Downtown Hospital replaces the former 96-bed institution.

The Hospital's Directors wanted the best of everything—with utmost emphasis on dollar values. So fullest use was made of reinforced concrete frame construction, with its inherent fire-safety and economy.

### 'Incor' Saves Time and Money

With relatively long spans of about 21 ft., the well-planned concreting schedule was maintained during Summer, using Lone Star Cement and stripping when concrete attained 2,000 lbs. per sq. in.

Cold weather slowed the job and made costly heat protection necessary, so the Contractor switched to 'INCOR'\* 24-HOUR CEMENT. The job was quickly back on schedule . . . concrete was stripped in 2-3 days, with minimum heat protection.

Resulting economies more than offset the slight added cost of America's FIRST high early strength Portland cement—typical time-saving, quality-plus 'Incor' performance, Winter and Summer.

\*Reg. U. S. Pat. Off.

BECKMAN-DOWNTOWN HOSPITAL  
Architects: LORIMER & ROSE

Structural Engineers:  
ROBERTS & SCHAEFER CO.

Contractor: CAULDWELL-WINGATE CO.

Concrete Contractor:  
RIZZI CONSTRUCTION CO., INC.

Ready-Mix Lone Star and  
'Incor' Concretes:  
COLONIAL SAND & STONE CO., INC.

—All of New York City—



LONE STAR CEMENTS COVER  
THE ENTIRE CONSTRUCTION FIELD

## LONE STAR CEMENT CORPORATION

Offices: ABILENE, TEX. • ALBANY, N. Y. • BETHLEHEM, PA. • BIRMINGHAM  
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KANSAS CITY, MO. • NEW ORLEANS • NEW YORK • NORFOLK  
PHILADELPHIA • RICHMOND • ST. LOUIS • WASHINGTON, D. C.

LONE STAR CEMENT, WITH ITS SUBSIDIARIES, IS ONE OF THE WORLD'S LARGEST  
CEMENT PRODUCERS: 17 MODERN MILLS, 126,000,000 SACKS ANNUAL CAPACITY

# The CONSTRUCTOR

## CONTENTS

BUILDINGS • HIGHWAYS • AIRPORTS



RAILROADS • PUBLIC WORKS

### GENERAL

Eisenhower Outlines Economic and Fiscal Policies.....	21
Truman Says Fundamental Issues Are the Same.....	23
Men From Diverse Fields Fill Administration Posts....	25
Congress Begins Work With Slim G.O.P. Majority.....	29
Toughest Problem: Balance Budget, Cut Taxes.....	30
Congressman Praises Moroccan Base Work.....	30

### CONTRACTS • SPECIFICATIONS

Construction Renegotiation Guide Includes Several A.G.C. Proposals.....	32
Renegotiation Procedure for Construction Outlined....	34

### LABOR RELATIONS

A.F.L. Building Trades Union Men Head Labor De- partment.....	37
Hearings on Taft-Hartley Law Slated Soon.....	38
New Cost of Living Index Due This Month.....	38

### NATIONAL BUDGET

Truman Budget Asks \$6.9 Billion Federal Construction.	43
--	----

### HEAVY • RAILROAD

Builders Note McKay's Reclamation Views.....	52
Reclamation Outlines Future Construction.....	52
Big Pipe to Portland Proves Complicated.....	53
Water Users Approve New Reclamation Policy.....	54

### BUILDING

Cities Spur Parking Garage Construction.....	56
Chicago Starts New Parking Facilities.....	57
Moslems Build First Mosque in America.....	58
Foley Sees Housing Policy Unchanged.....	59

### NATIONAL ASSOCIATION

A.G.C. Announces Annual Election Results.....	59
---	----

### HIGHWAYS • AIRPORTS

Engineers See Highway Research Progress.....	62
Raises for Engineers Sought.....	62
Plan Louisiana Expressway.....	64

### ACCIDENT PREVENTION

A.G.C. Firms Increase Safety Reports 75%.....	66
Booklet Hits Secrecy of Safety Programs.....	66

### APPRENTICE TRAINING

A.G.C.—Carpenters' Joint Group Organized.....	70
Labor Department Reviews G. I. Bill Training.....	70

### CHAPTERS • BRANCHES

Three New Chapters Bring A.G.C. Total to 122.....	73
San Diego Builders Expect Good Year.....	76
Missouri Tells Contractors of Highway Plans.....	77
Utah's Road Needs Reported to Intermountain Branch.	78
Municipal Construction by Contract Gains.....	82

### ALSO IN THIS ISSUE

News of the Month.....	5
Constructographs.....	7, 9, 11
Consumers' Price Index.....	15
Sidelights for Contractors.....	John C. Hayes 17
Editorials.....	19
A.G.C. Forms and Reports.....	72
New Equipment and Materials.....	85
New Literature.....	91
Advertisers' Products.....	90
Index of Advertisers.....	95

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### COVER

The Moslem call to prayers will soon be heard five times daily in the nation's capital when construction of the first American mosque is completed. The ornate structure, with an exquisitely figured minaret rising above it, is being built by A. Joseph Howar, Washington, D. C., contractor. Egyptian craftsmen have come to the U. S. to design moldings for the \$3-million edifice. Photos on cover and on Page 58 by Harold Flecknoe.

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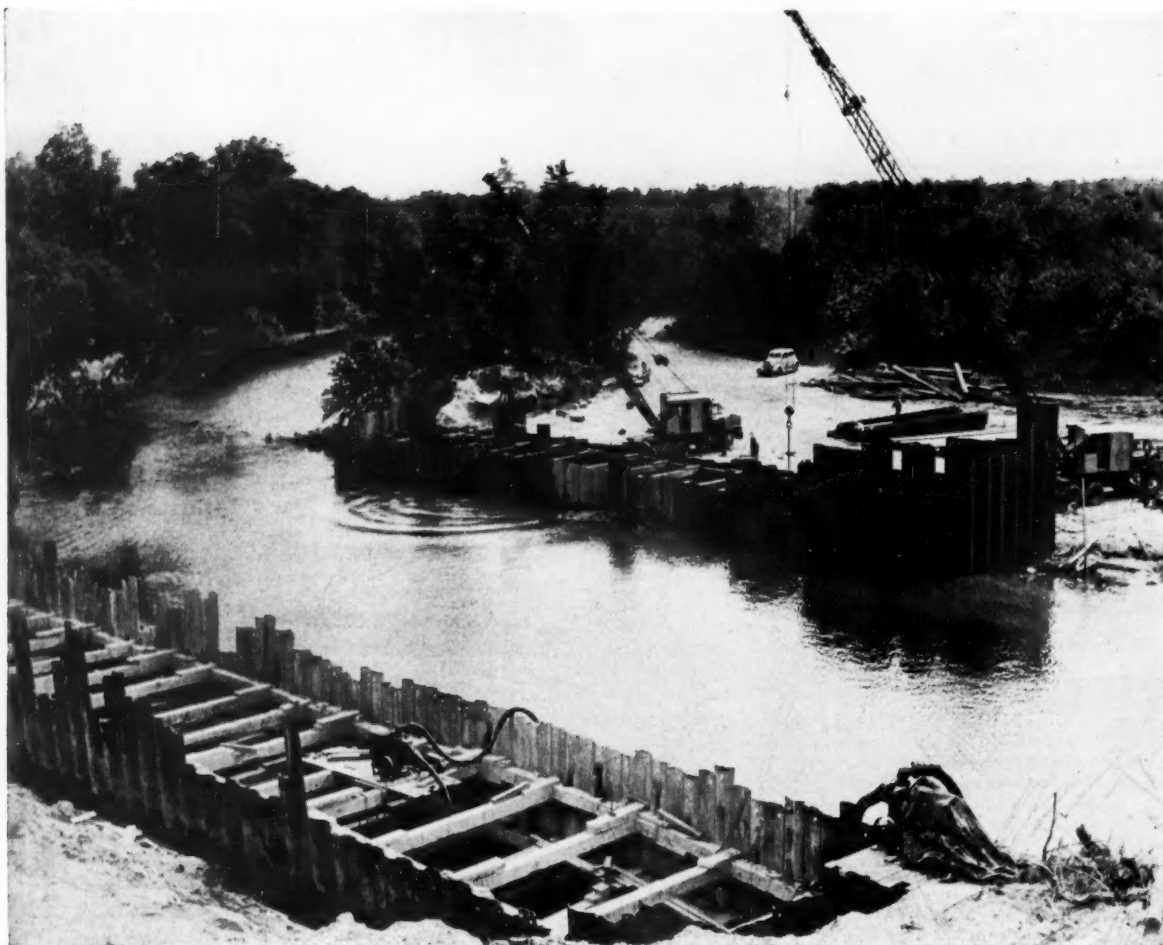
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## JOB-ENGINEERED FINANCE PLANS

This "work-in-progress" photo shows a recently completed bridge link which spans the Taunton river on a section of the new Boston to Fall River express highway. This project was initiated by a \$2.5 million award to the Campanella & Cardi Construction Company by the state of Massachusetts.

Much of the equipment used on the job was financed by CIT Corporation—

the end result of a finance plan worked out by experienced CIT representatives to fit the financing needs of the Campanella & Cardi Construction Company—and this particular job.

Contractors can do more business and earn more profits by the wise use of CIT "job-engineered" finance plans. A call or a letter will put our experience to work for you.

CIT CORPORATION  
INDUSTRIAL AND EQUIPMENT FINANCING

NEW YORK • CHICAGO • CLEVELAND  
PORTLAND • LOS ANGELES • SAN FRANCISCO  
ATLANTA • HOUSTON • MEMPHIS





**State of Union** address by President Eisenhower Feb. 2 to a joint session of the Congress outlined a "sure and substantial beginning" of the program which the new Administration will follow in carrying out foreign and domestic policies. On economic policy the President said that he will work to reduce planned deficits, balance the budget, cut federal spending, meet the huge cost of defense, "properly handle" the national debt, check inflation and work for reduced taxes. (Page 21)

**President Eisenhower** immediately followed his message by a new policy sent to all departments, which stated in part:

"It is the policy to proceed only with projects which are clearly essential, and on such projects to employ the strictest standards of economy.

"All proposed or authorized construction projects on which work has not yet begun are to be reviewed and construction initiated only on those projects which meet these criteria.

"All going construction projects are to be reviewed according to the same criteria and appropriate action taken, including action to stop the work if this appears advisable."

**Outgoing Administration's** \$78.6 billion budget for fiscal year 1954 beginning this July 1 contains approximately \$6.9 billion for all federal construction, of which about 62% is recommended for civil public works and the remainder for defense activities. The budget calls for \$800 million more than revised estimates of spending for current year, due primarily to expansion of atomic energy and Air Force work. (Page 43)

**New Administration officials** and committee chairmen of the Republican 83rd Congress began last month to take over the reins of government from the outgoing Administration. President Eisenhower has chosen men from diverse fields to fill high cabinet and administrative posts; (Pages 25 and 37). Congress begins work with a slim G.O.P. majority; (Page 29). Toughest problems facing the new Administration are in balancing the budget and cutting taxes; (Page 30).

**Renegotiation guide** for construction and architect-engineer contracts recently published by the Renegotiation Board includes several proposals made

by The Associated General Contractors of America. Though prepared as a guide for personnel engaged in renegotiation, it is equally informative to general contractors in the preparation of their cases. Review of the guide by John C. Hayes appears on Page 32.

**Renegotiation procedure** to be followed by general contractors holding renegotiable contracts with defense agencies is related on Page 34. If the contract falls under the terms of the Renegotiation Act of 1951, then a preliminary financial report—RB Form 1—must be filed before the first day of the fourth calendar month following the close of the fiscal year.

**Taft-Hartley Law hearings** leading to possible revisions rather than repeal of the labor law are slated to begin soon in Congress. Senator Taft, co-author of the law, last month introduced five bills calling for 16 changes in the law. The House Labor Committee was expected to start hearings on Feb. 10. (Page 38)

**Consumers Price Index**, the government's official cost-of-living index, will be issued in "revised" form in 1953. The change from previous indexes raises problems for labor-management groups using it for collective bargaining purposes. (Page 38)

**Legislation to offset** the effects of the Supreme Court decision and to provide for judicial review of disputes arising out of federal contracts was approved unanimously by the Senate Judiciary Committee early in February. The bill was in the form passed by the Senate last session of Congress. Sympathetic consideration by the House committee is expected.

**French Morocco base** construction jobs lauded as "work in which the American people can have confidence" by Congressman L. Mendel Rivers in report to House Armed Services Committee last month. After hearing criticism on the projects last September, the South Carolina Democrat started an investigation and personal visit to the bases. (Page 30)

**Engineers see highway research** progress, review problems in road construction and design at annual meeting of the Highway Research Board in

Washington, D. C. Last month some 1150 delegates from 48 states and several foreign countries heard colleagues reveal the results of more than 100 recent research projects. (Page 62).

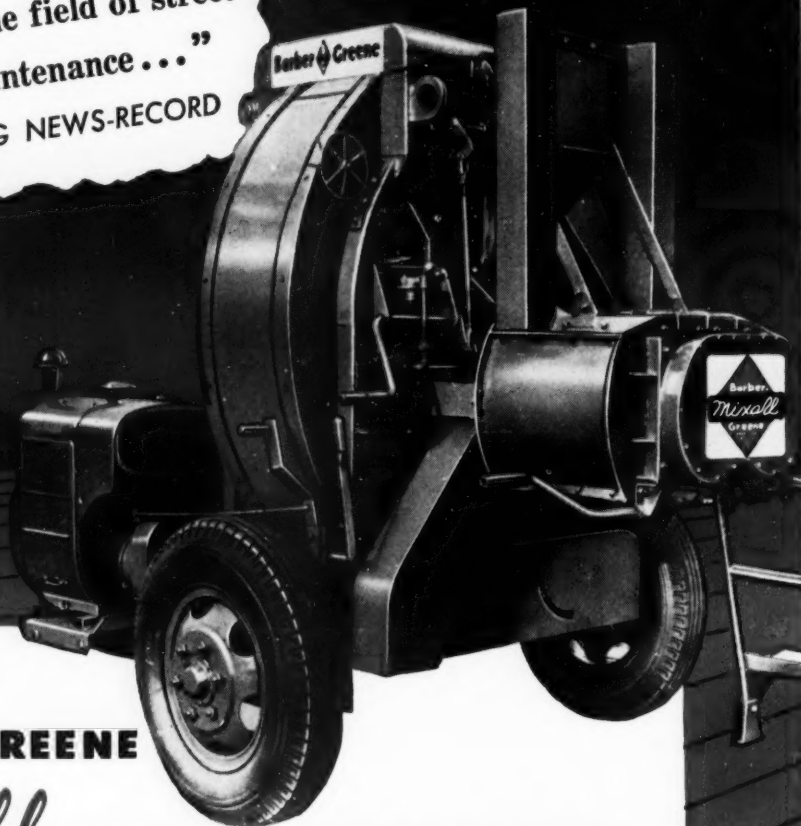
**Interior Secretary McKay** comes to Washington after working 15 years for flood control, hydroelectric projects and reclamation of land in his native state of Oregon. He is a foe of valley-type authorities and advocates big dams. He also recently opposed merging the civil functions of the Corps of Engineers with the Bureau of Reclamation. (Page 52)

**Seven-year construction program** was submitted by the Bureau of Reclamation last month in the midst of speculation about the future of western development under the direction of Interior Secretary McKay. The program includes some 300 projects and proposes vast power line network all of which would cost \$2 billion between now and 1959. Though admittedly a hypothetical plan, the bureau sees it as a necessary step toward sorely needed expansion of the hydroelectric power capacity and creation of more irrigated land in the West. (Page 52)

**Newly organized** National Joint Carpentry Apprenticeship Committee of the A.G.C. and the United Brotherhood of Carpenters and Joiners of America, held its first meeting in the A.G.C. national office Jan. 26 to formulate policy designed to strengthen carpenter apprenticeship programs nationally. The advisory group, appointed by the Secretary of Labor, has four members each from management and labor who will advise W. F. Patterson, director of the Bureau of Apprenticeship, on ways to improve the training of new carpenters. (Page 70)

**Results of the annual election** of officers and directors of the A.G.C. have been announced by H. E. Foreman, managing director. The president and vice president, elected for one-year terms, will be installed at the 34th annual convention March 23-26. Elected president for 1953 was C. P. Street, McDevitt & Street Co., Charlotte and elected vice president was John MacLeod, Macco Corporation, Paramount, California. (Page 59)

"Undoubtedly the most significant  
development in the field of street  
and highway maintenance..."  
—ENGINEERING NEWS-RECORD



**THE NEW  
BARBER-GREENE**

*Mixall* **MEETS THE NEED FOR ALL  
MAINTENANCE AND SMALL PAVING JOBS**

The quotation at the top of this page is typical of impartial observers who have seen the new Barber-Greene MIXALL perform. There is widespread agreement among editors, road builders and government officials that the need for a machine capable of on-the-spot production of even the highest type hot mixes has been answered by the development of the MIXALL.

Primarily designed for "stitch in time"

maintenance to prevent major break-ups of much needed roads, the MIXALL also opens the market for surfacing of sidewalks, driveways, parking lots, service stations, playgrounds and countless others.

Once you see the MIXALL perform, you'll quickly recognize the business-building possibilities it holds for you. See your Barber-Greene Distributor for the full story—or write for information.

**Barber-Greene**

Aurora, Illinois, U. S. A.



# A Series of Graphs Outlining the Construction Trend

Compiled by The Associated General Contractors of America

## TREND OF CONSTRUCTION COSTS

The average of construction costs in the principal construction centers of the United States for January stands at Index Number 398, according to the A.G.C. Index. The cost figure for January 1952 was 380. The 1913 average equals 100.

## WAGE AND MATERIAL PRICE TRENDS

The average of wages in the principal construction centers of the United States stands at 557 for January. One year ago the average stood at 512. The average prices paid by contractors for basic construction materials for January stand at Index

Number 293. The average a year ago stood at 292. The 1913 average, again, equals 100.

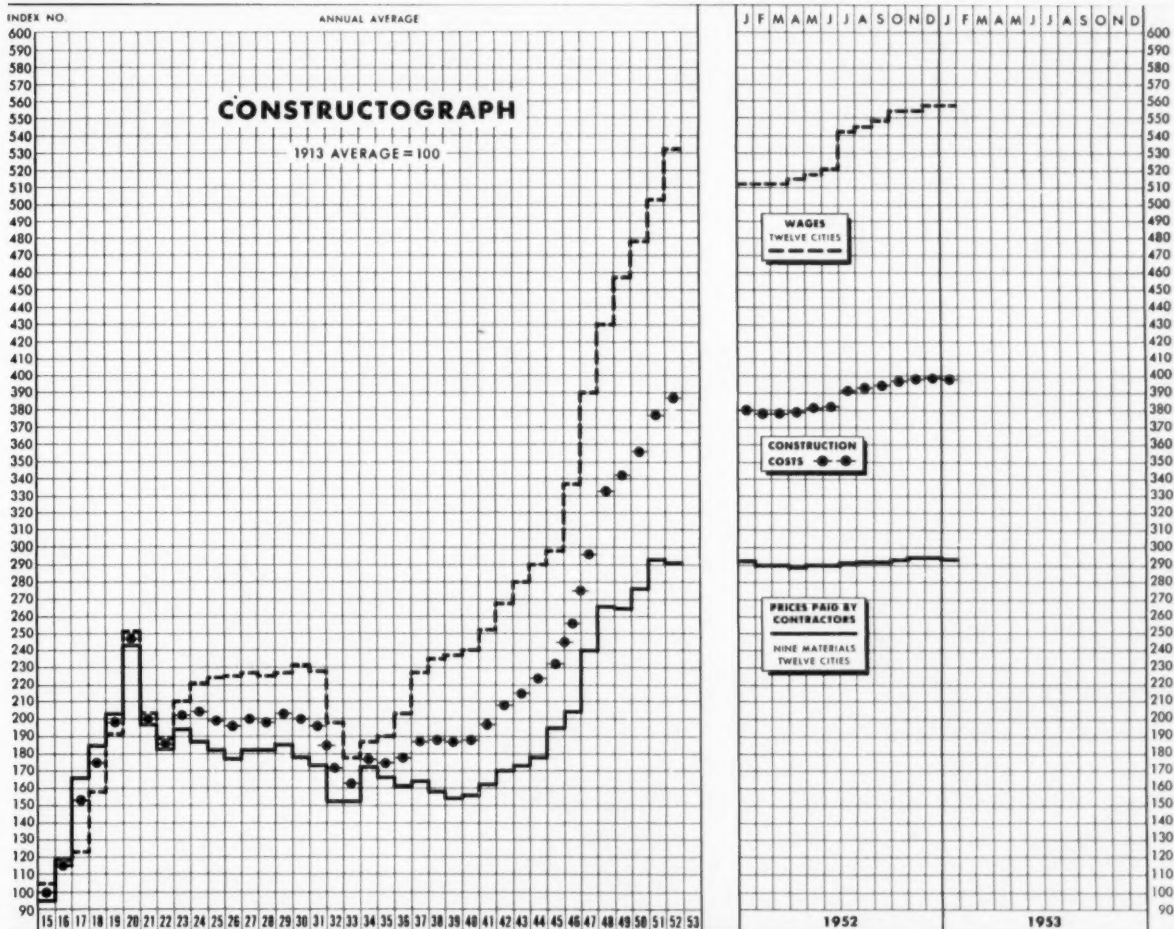
## CONTRACT AWARDS IN 37 STATES

The volume of contracts awarded during December (Index Number 279, based on 1936-1938) is an increase of 42 points from November and an increase of 33 points from December 1951. (F. W. Dodge Corp.)

## REVENUE FREIGHT LOADINGS

Revenue freight loaded during the first 4 weeks of 1953 totaled 2,654,437 cars. For the same period in 1952, loadings amounted to 2,830,501 cars. This represents a decrease of 6%.

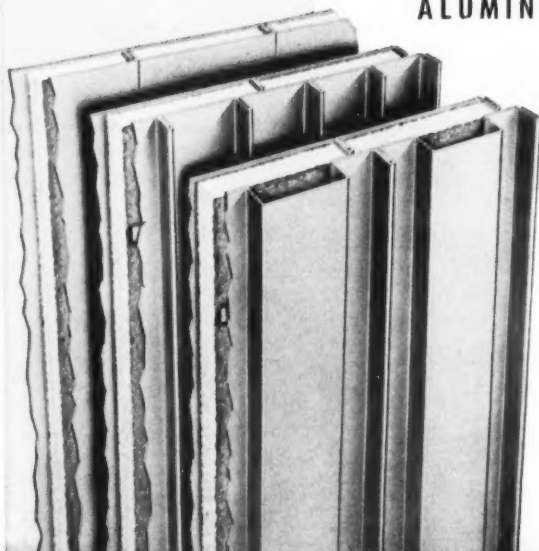
## Wage, Material Price and Construction Cost Trends





# INSULATED METAL WALLS

for INDUSTRIAL and COMMERCIAL BUILDINGS  
ALUMINUM, STAINLESS or GALVANIZED STEEL



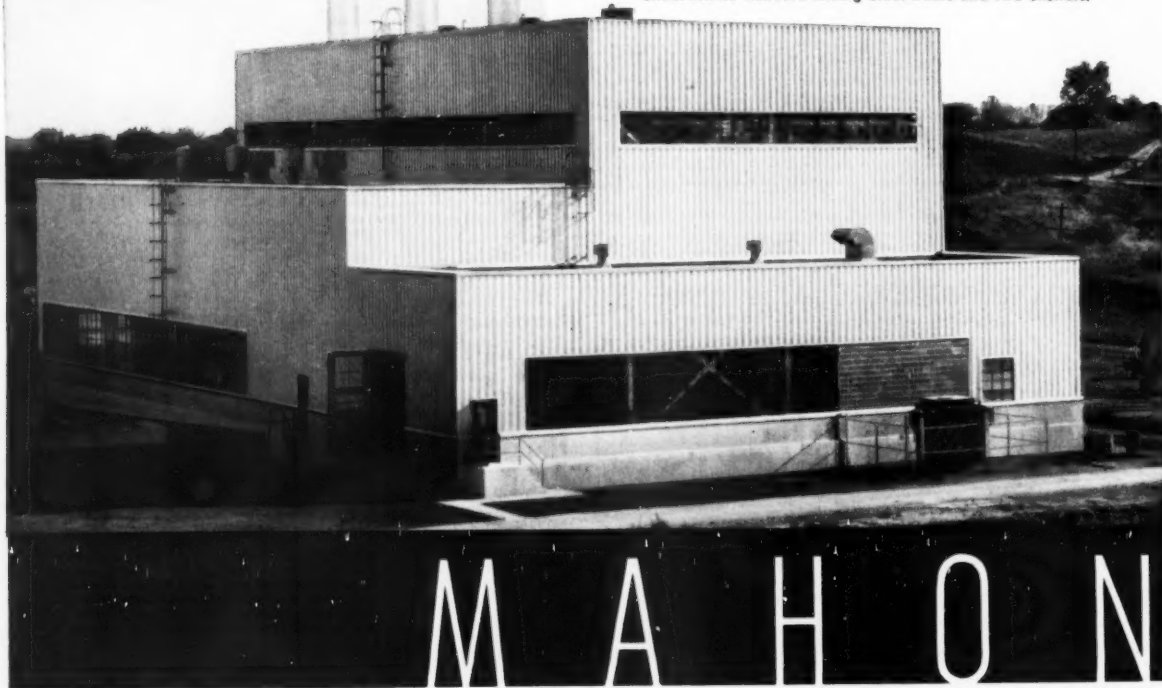
**FLUSH, RIBBED, or FLUTED**  
Over-all "U" Factor of Various Types is Equivalent  
to or Better than Conventional 16" Masonry Wall

Below you see the powerhouse of a completely new industrial plant in which over 225,000 square feet of Mahon Aluminum Insulated Metal Walls were employed on the exterior. 1,070,000 square feet of Mahon Steel Deck went into the construction of the roof on this same plant. Insulated Metal Walls are rapidly becoming standard construction for industrial plants in some of the world's largest industries. Among the advantages of this type of permanent wall construction are: light weight . . . lower cost in both material and labor . . . reduction in construction time due to rapid erection even in extreme low temperatures—and, an over-all "U" Factor better than a conventional masonry wall . . . these add up to a substantial saving in over-all building costs. Mahon Insulated Metal Walls are available in the three patterns shown at left. Each lends itself to individual architectural expression in design. The Mahon "Field Constructed" Fluted or Ribbed Wall can be erected up to sixty feet in height without horizontal joints—a feature of Mahon Walls that is particularly desirable in powerhouses or other buildings where high expanses of unbroken wall surface are common. See Sweet's Files for complete information and Specifications, or write for Catalog No. B-53-B.

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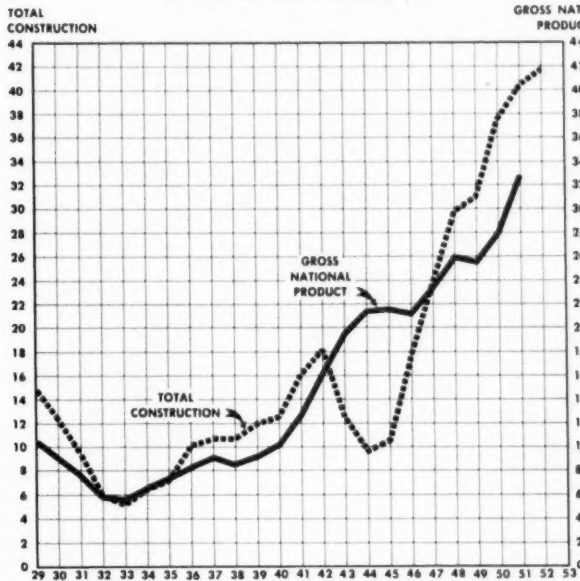
Detroit 34, Mich. • Chicago 4, Ill. • Representatives in all Principal Cities

Manufacturers of Insulated Metal Walls; Steel Deck for Roofs, Partitions, and Permanent Concrete Floor Forms; Rolling Steel Doors, Grilles, and Underwriters' Labeled Rolling Steel Doors and Fire Shutters.



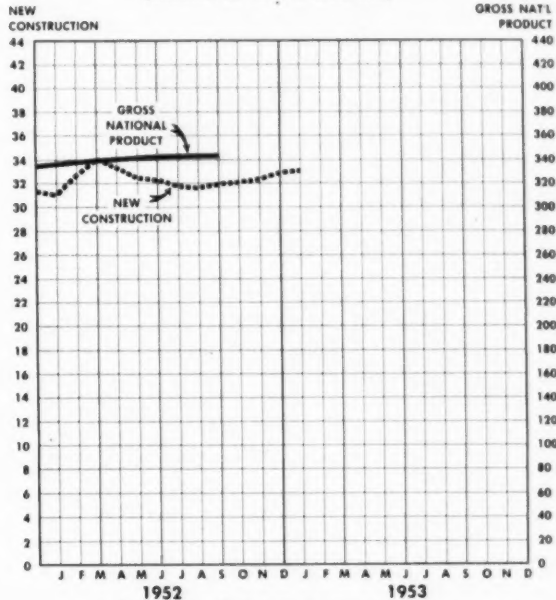


● **TOTAL Construction compared with Gross National Product**  
(BILLIONS OF DOLLARS)



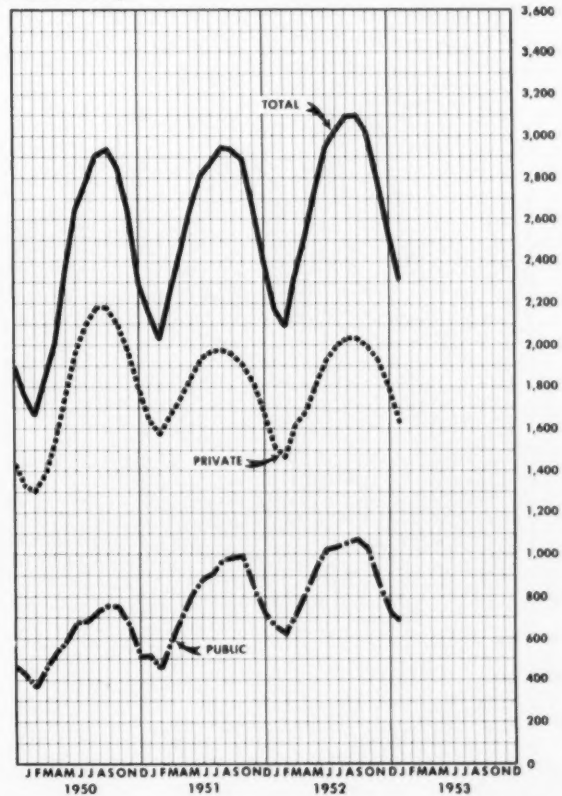
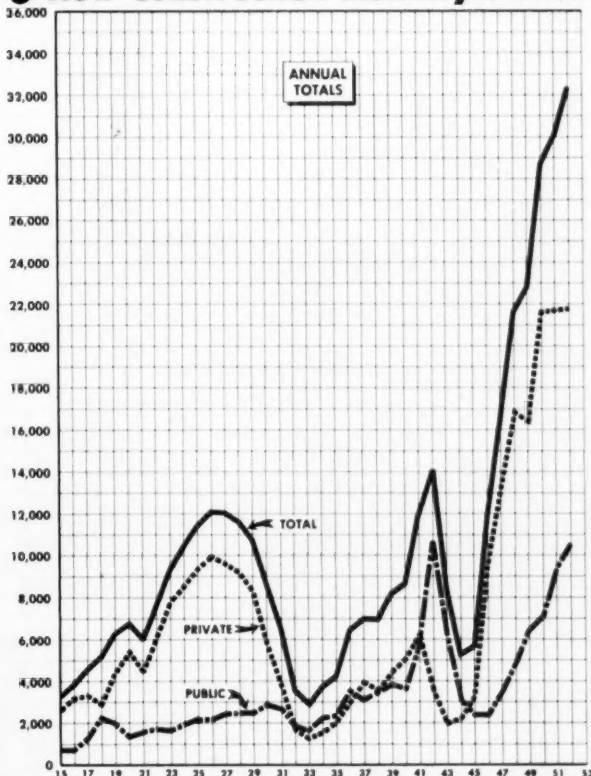
DATA SUPPLIED BY DEPT. OF COMMERCE

● **NEW Construction Compared with Gross National Product\***  
(BILLIONS OF DOLLARS)



\* Seasonally adjusted at an annual rate

● **New Construction Activity (MILLIONS OF DOLLARS)**



DATA SUPPLIED BY DEPTS. OF COMMERCE AND LABOR

# And another



## NORTHWEST

It wasn't by accident that Globe Contracting Company of Philadelphia, Pa., bought 10 Northwests after trying their first one—

It wasn't by accident that leading, successful contractors throughout the country have made Northwest the repeat order machine—


It isn't by accident that one out of every three Northwests sold is a repeat order in the hands of successful contractors.

In the Northwest machine itself—in its low operating cost, in its performance, in the high output its advantages make possible, lies the reason for Northwest success and the success of the contractors that own them. Only high quality of design and materials could make possible the long record of satisfaction experienced and attested to by Northwest owners.

You can plan to have this same service. Talk it over with a Northwest man.

**NORTHWEST ENGINEERING COMPANY**  
1502-S Field Bldg., 135 South La Salle Street, Chicago 3, Illinois

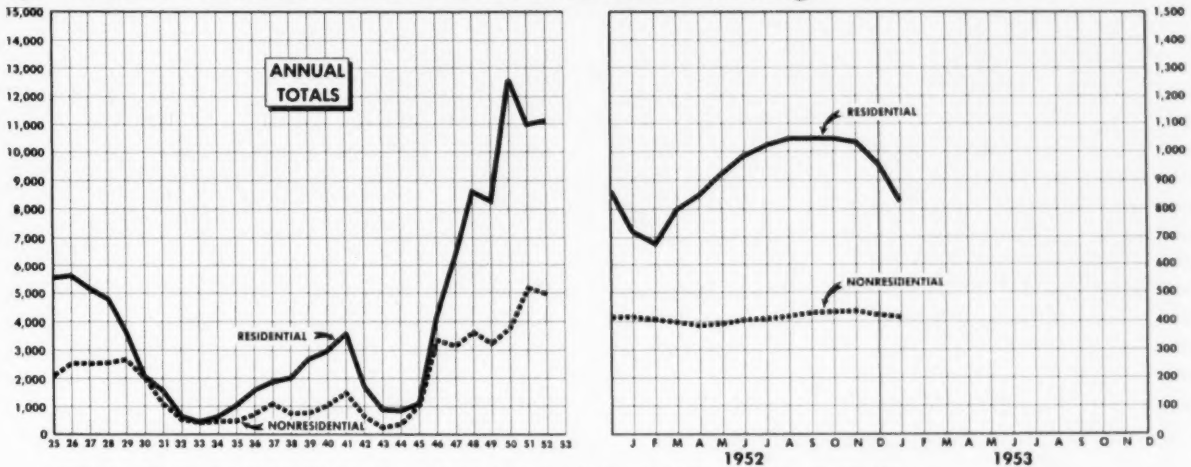
This time for  
**GLOBE**  
**CONTRACTING CO.**  
Philadelphia, Pa.  
**THAT MAKES ELEVEN**

- 
- SHOVELS
  - CRANES
  - DRAGLINES
  - PULLSHOVELS

*Successful Contractors  
Stay Successful  
with  
Proved Equipment*

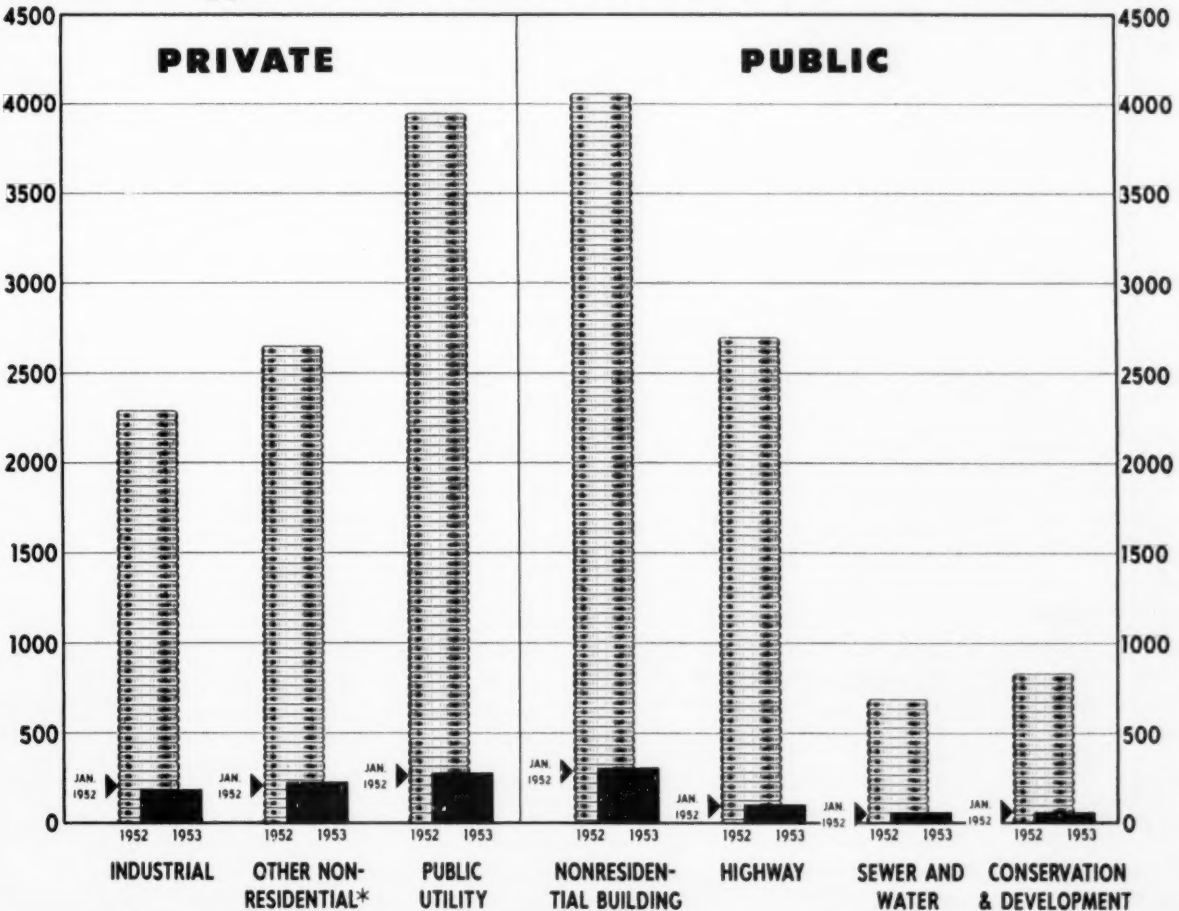
# NEW CONSTRUCTION ACTIVITY

## ● Private Residential and Nonresidential Building \* (MILLIONS OF DOLLARS)



\* Residential excludes farm; Nonresidential includes industrial, commercial, institutional, and social and recreational building, but excludes public utility building.

## ● Selected Types: (CUMULATIVE, MILLIONS OF DOLLARS) 1952, 1953 VOLUME THROUGH JANUARY



\* Includes commercial, institutional, and social and recreational building.



# 18 1/2

# FEET PER MINUTE

## 13 to 31 in. wide...up to 6 ft. deep



- **9 trench widths** . . . wheel-type Model 202 digs 13 to 31 in. wide at depths to 6 feet.
- **30 digging feeds**, 6.2 in. to 18.5 ft. per min.
- **Enclosed friction clutches** accurately control wheel depth for precision grading.
- **Dual-purpose** friction-type clutch drives digging wheel . . . protects against shock loads.
- **Digging wheel truck-rollers** are all fully equipped with antifriction bearings.
- **Quick-change bucket fronts** have cutting lips, or easy-in, easy-out "Tap-In" teeth.
- **Shiftable, reversible** belt conveyor discharges spoil to either side of machine.
- **Full crawler mounting** . . . 16 or 20-inch treads . . . only 6 or 5 lbs. PSI pressure.

Send to: **PARSONS COMPANY, NEWTON, IOWA**  
for specifications, price information on 202 Trenchliner.

NAME \_\_\_\_\_

COMPANY \_\_\_\_\_

STREET \_\_\_\_\_

CITY, STATE \_\_\_\_\_

☐ Also send details on pipeline Model 215.

CP247COR



**P**ARSONS wheel-type 202 Trenchliner combines big work capacity with precision grading accuracy. Wide range of digging feeds, widths and depths fits special requirements of municipal and utility trenching . . . farm, airport, highway drain-tile jobs . . . irrigation ditching . . . oil, gas, gasoline transmission lines, etc.

Specified grades are easy to maintain because digging wheel responds instantly to sensitive friction-clutch control. Arched wheel frame, rigidly trussed, and three double-wheeled guide rollers keep digging wheel precision aligned. Hinged crumber sweeps trench bottom clean, ready for pipe. Tile-laying box and chute (optional) saves time, labor on drainage jobs.

For full details on this big-production 202 Trenchliner, see your Parsons distributor, or write us.

## PARSONS COMPANY

NEWTON, IOWA

(Kuehling Subsidiary)

6 TRENCHLINER models: 2 wheel-types, 3 ladder-types full



with **PARSONS**  
**202 wheel-type**  
**TRENCHLINER®**



▲ **FOR CROSS-COUNTRY TRENCHING**

... here's another Parsons wheel-type Trenchliner . . . pipeline Model 215. It has 6 digging wheels speeds up to 11.2 r.p.m. . . choice of square or round-bottom buckets . . . standard tractor-type crawlers with 18" treads, large



**50 to 125-Yd.**  
**Roadbuilders**  
**Bins**

can be used as portable batch plant for handling 2, 3 or 4 aggregates. The All-Welded Bin also converts to transit-mix or central-mix operation for handling bulk cement and 2 or 3 aggregates. Same bin can be equipped with 1 or 2 multiple-material Hi-Speed Batchers . . . size 34 Roadbuilders Batchers . . . or a truck-mixer charging batcher in 2, 3 or 4-yd. sizes. Bin available with 2, 3 or 4 compartments, 50 to 125 cu. yd. capacities. Your Johnson distributor has more facts.

**C. S. JOHNSON Co.**  
**Champaign, Ill.**  
*(Koehring Subsidiary)*



**DIG 24 FT. DEEP with Koehring 605 Hoe**

As a heavy-duty hoe, this Koehring 1½-yard 605 digs 24 feet below crawlers, has fast swing, quick dump . . . readily converts to shovel, dragline, clamshell, or 36-ton crane. With every attachment, Koehring 37-inch power clutch does all the heavy work . . . cuts normal lever pull 90%, yet retains "feel" of load. Whenever you consider excavators or cranes, be sure to check on all Koehring heavy-duty sizes . . . lift capacities up to 79½ tons, dipper capacities up to 2½ yards. See your Koehring distributor.

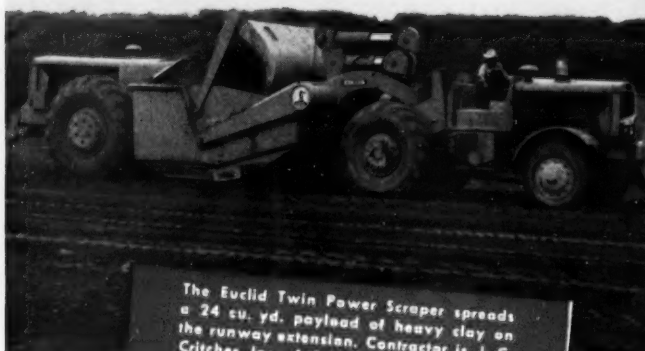
**KOEHRING Company, Milwaukee 16, Wisconsin**

X42

# " Euc Scrapers



Getting big loads fast... and hauling them at speeds up to 29.5 m.p.h. ... the Euclid Scraper maintained high production for the T. & H. Construction Company.



The Euclid Twin Power Scraper spreads a 24 cu. yd. payload of heavy clay on the runway extension. Contractor is J. C. Critcher, Inc., Asheville, N. C.

## *Help Beat Schedule at*

## **CHARLOTTE AIRPORT**

At Morris Field in Charlotte, N. C., four Euclid Scrapers—two Twin Power and two 15.5 cu. yd. "Eucs"—moved 1200 bank yards per hour on round trip hauls averaging a half mile. Commenting on this outstanding performance, Mr. J. C. Critcher, president of the prime contractor company, said, "High production and low operating costs proved to us that Euclid Scrapers are the best on the market."

A total of six Euclid Scrapers helped complete this 1,400,000 cu. yd. job in half of the allotted

time. The T. & H. Construction Company used two 15.5 cu. yd. Euclid Scrapers to complete a section of the runway.

Euclid Scrapers have all the features required for low cost and high production—power and speed... fast, easy loading... large capacity... quick dumping... low operating and maintenance costs. Have your Euclid Distributor show you facts and figures on performance which prove that Euclids outperform all other scrapers of comparable size.

**The EUCLID ROAD MACHINERY Co., CLEVELAND 17, OHIO**

# EUCLIDS



*Move the Earth*

## For Moderate Income Families in Large Cities

(Formerly referred to as the "Cost of Living Index," compiled by the Bureau of Labor Statistics)

This table indicates the average changes in retail prices of selected goods, rents and services bought by the average family of moderate income from October 15, 1950 to December 15, 1952.

They are presented here for use by employers who may wish to take these cost of living data into consideration when contemplating adjustments of wages based on increased living costs.

The Bureau of Labor Statistics surveys 10 key cities every month and 24 other large cities quarterly. Prices are obtained on food, fuel, apparel, house furnishings and miscellaneous goods and services. Rental information is obtained quarterly only for all cities. The computations are based on the indexes for the years 1935-39, which are taken as the average of 100 points.

	1950			1951			1952		
	OCT. 15	NOV. 15	DEC. 15	OCT. 15	NOV. 15	DEC. 15	OCT. 15	NOV. 15	DEC. 15
Average.....	174.8	175.6	178.4	187.4	188.6	189.1	190.9	191.1	191.0
Birmingham, Ala.....	179.1	180.3	184.0	196.0	196.3	196.0	196.7	196.1	197.8
Mobile, Ala.....			176.6			187.3			187.7
Los Angeles, Calif.....	171.3	173.2	175.8	187.9	189.6	190.4	191.9	192.4	191.4
San Francisco, Calif.....			182.8			193.1			199.0
Denver, Colo.....	172.8			191.2			194.5		
Washington, D. C.....		171.9			184.7			186.9	
Jacksonville, Fla.....			186.5			195.9			199.8
Atlanta, Ga.....		178.9			196.1			198.6	
Savannah, Ga.....	181.6			197.8			201.8		
Chicago, Ill.....	180.4	180.6	184.1	193.5	194.3	194.2	195.9	196.0	196.3
Indianapolis, Ind.....	179.8			189.7			193.1		
New Orleans, La.....		178.5			190.0			191.7	
Portland, Me.....			171.4			179.9			183.2
Baltimore, Md.....			180.7			193.3			194.5
Boston, Mass.....	169.4	169.6	171.2	179.3	180.0	180.9	182.5	181.5	182.0
Detroit, Mich.....	177.7	179.2	181.0	190.2	191.5	191.9	195.0	194.6	198.1
Minneapolis, Minn.....			178.8			187.7			189.4
Kansas City, Mo.....	167.4			180.4			185.5		
St. Louis, Mo.....			180.2			190.2			192.7
Manchester, N. H.....	176.2			187.0			189.3		
Buffalo, N. Y.....	173.0			186.9			190.3		
New York, N. Y.....	171.0	172.1	175.1	183.0	184.1	184.0	186.0	186.9	185.3
Cincinnati, Ohio.....	176.0	176.0	178.7	187.0	187.8	187.9	190.8	189.5	190.8
Cleveland, Ohio.....		178.6			192.0			193.6	
Portland, Ore.....	183.4			195.8			199.2		
Philadelphia, Pa.....	173.8	174.1	178.2	186.7	189.1	189.2	190.7	190.9	191.3
Pittsburgh, Pa.....	179.2	178.9	180.8	191.2	192.0	191.7	192.8	193.0	194.0
Scranton, Pa.....		173.7			185.4			187.9	
Memphis, Tenn.....			180.2			191.4			189.3
Houston, Tex.....	179.9	191.1	184.8	194.4	195.1	196.0	196.6	196.4	195.7
Norfolk, Va.....		177.0			191.7			194.5	
Richmond, Va.....	171.6			183.8			186.4		
Seattle, Wash.....		180.8			194.6			197.6	
Milwaukee, Wis.....		179.1			195.3			198.4	

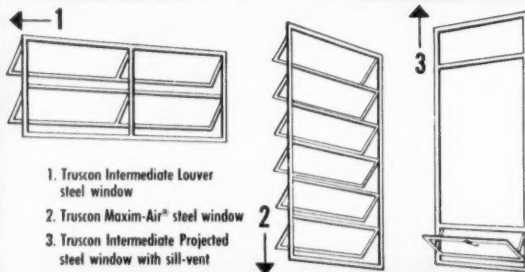
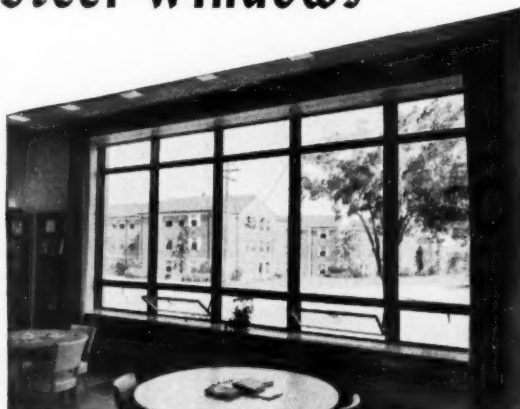


Cleveland Heights Public Library, Cleveland Heights, Ohio  
Garfield, Harris, Robinson and Schafer, Architects  
Alger-Rau, Inc., General Contractors

## New Cleveland Heights Library...

### Luxuriously Day-Lighted Through Truscon Steel Windows

Libraries can be bright and cheerful, too . . . as the City of Cleveland Heights, Ohio, proves in this striking new cultural building. It is especially well-lighted and well-ventilated because it is well-windowed with Truscon steel units. Here, Truscon windows complement the long, low, sweeping architectural lines; they allow ample daylight; they operate easily; and, they require an absolute minimum of maintenance. Ventilators permit a precisely-controlled flow of fresh air . . . even at the height of blustery Great Lakes winters. Thanks to a fine selection of Truscon steel windows, more people will find pleasure in reading, in Cleveland Heights.



You'll find complete details in Sweet's on the entire line of Truscon steel windows for every purpose . . . including new additions to the big Truscon line. Write for detailed literature on all other Truscon Steel Building Products.



### TRUSCON STEEL DIVISION

REPUBLIC STEEL CORPORATION  
1100 Albert St. • Youngstown 1, Ohio

TRUSCON®  
a name you can build on





## Sidelights for Contractors

By John C. Hayes, Counsel

### Taxes

**Amortization.**—The Court of Claims has decided that a taxpayer may amortize for federal tax purposes, over the emergency period, 100% of the costs of its emergency facilities, although the necessity certificate issued by the War Production Board purported to limit amortization of these facilities to 35% of their costs. The court also agreed with the taxpayer that facilities acquired within six months prior to the filing of the necessity certificate application should be amortizable, as well as those acquired thereafter. Since the decision is in conflict with a prior one by a Circuit Court, it is probable that the issue will ultimately be resolved by the Supreme Court. In the meantime, interested taxpayers may consider the advisability of filing refund claims for any past years on which the statute of limitations has not expired.

**Interest on Deficiency.**—The carry-back of a net operating loss incurred in 1946 to extinguish a taxpayer's deficiency in 1944 does not deprive the government of its right to collect interest, according to a Court of Claims ruling. The Commissioner of Internal Revenue was upheld in computing interest from the due date of the 1944 tax deficiency to the date the taxpayer became entitled to the 1946 operating loss carryback.

**Accounts Receivable.**—A sale at a discount by a business concern of its accounts receivable resulted in a capital loss rather than an ordinary deduction, the Tax Court decided, although the discount represented in part the estimated costs of collecting the accounts.

**Tax Refund.**—The Tax Court has ruled that the commissioner's determination of a tax deficiency within three years of the filing of a return is not barred by a prior refund award of taxes paid under the declaration of estimated tax method, where there was no closing agreement or valid compromise, since the prior refund was not a final determination of the taxpayer's liability.

**Depreciation.**—Under the terms of a bill introduced in the Senate last month, a taxpayer would be free to depreciate property at a rate fixed by himself, within the limits of five to fifty years on realty improvements and of one to five years on personal property. The bill has been referred to the Finance Committee for report.

**Transportation Tax.**—The Bureau of Internal Revenue has published a ruling that an amount paid to a carrier for the removal of waste material, where the carrier is permitted to dispose of the material as it sees fit, is not subject to the tax on transportation of property. Such a payment is considered as made for disposal service rather than for transportation of property from one point to another. This ruling may be helpful to contractors, in addition to the express provision in the transportation tax statute excluding the transportation of earth, rock, or other material excavated within the boundaries of, and in the course of, a construction project and transplanted to any place within, or adjacent to, the boundaries of such project.

**State Property Tax.**—Where machinery and equipment were under construction and incapable of being operated for use in a manufacturing plant likewise under construction and incapable of being operated, the Ohio Supreme Court decided that the machinery and equipment were not subject to the state tax on personal property used in business. The court distinguished an earlier case which had held the tax applicable to machinery and equipment being constructed and erected as an addition to an operating oil refinery.

**Pension Payment.**—The Tax Court has refused to permit the lump sum settlement of a non-contributing employee's rights under a pension trust to be treated as capital gain to him under Code section 165(b), although the settlement was made at his retirement age, since the employee continued to perform some service and to receive his salary and thus was not separated from his employer's service as required by the Code section.

**Statute of Limitations.**—A District Court has upheld the constitutionality of Code section 3748(a) which suspends the running of the six-year statute of limitations during the time an alleged tax evader is absent from the judicial district in which the tax return was filed. To the taxpayer's contention that it is inequitable for the statute of limitations never to run in favor of taxpayers removing themselves permanently from the district in which they filed their returns, the court replied that the remedy must be sought in legislation.

### Public Contracts

**Contingent Fees.**—The General Services Administration has issued a new regulation requiring the federal executive departments and agencies to use

*Mr. Hayes reviews the recent "Guide for Renegotiation of Construction and Architect-Engineer Contracts," which includes several A. G. C. proposals, published by the Renegotiation Board, beginning on page 32.*

a covenant against contingent fees in practically all negotiated or advertised contracts, including contracts for the construction or repair of public buildings or works. Prospective contractors will be required to submit written statements as to whether they have employed any company or person (other than their own full-time employees) to solicit the contract, and they must agree to furnish full information. The regulation is intended to prevent the use of improper influence in obtaining government contracts and to discourage the payment of exorbitant fees bearing no relation to the value of services rendered.

**Atomic Energy Commission.**—Under a ruling by the Comptroller General, the provision in the Independent Offices Appropriation Act of 1953 requiring that all Atomic Energy Commission contracts negotiated without advertising make provision for the Comptroller General's having access to the contractor's books for three years after final contract payment, applies to subcontracts although awarded after competitive bidding.

# Progress in Motor Grader Design

Allis-Chalmers new AD-40 shows importance of visibility. Operator can see front wheels — both ends of blade while he works.

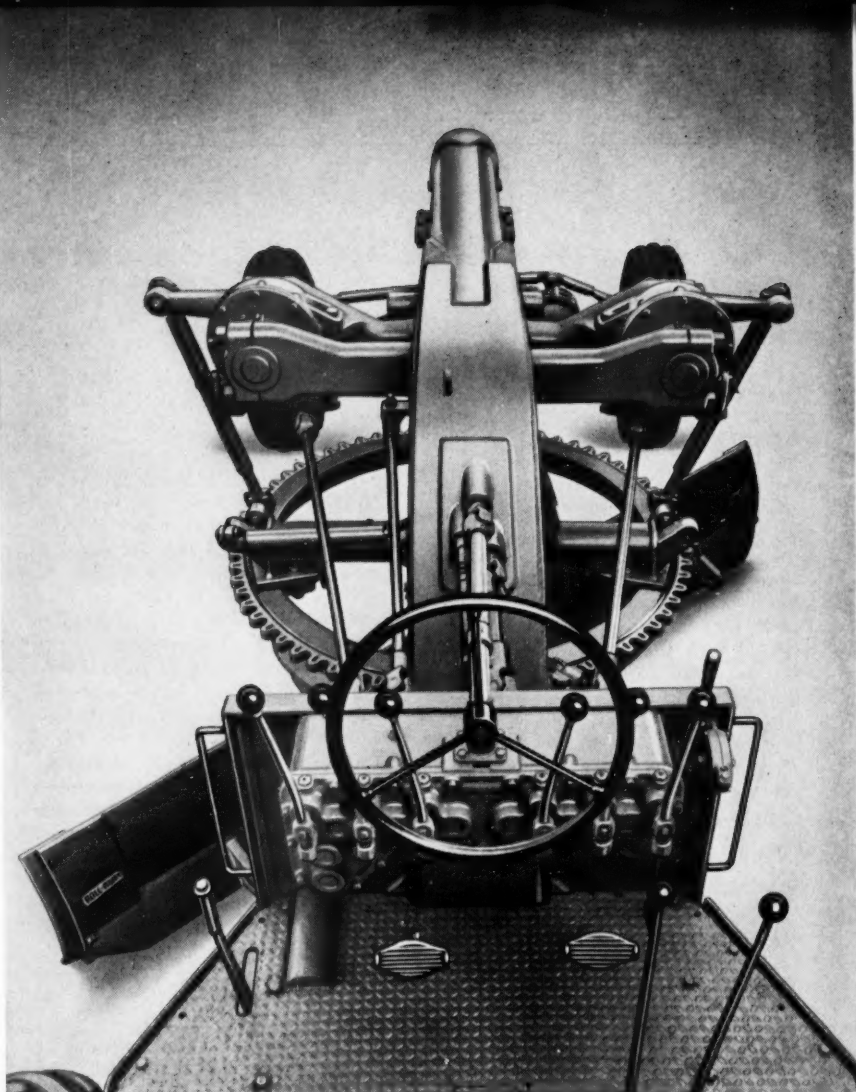
A MOTOR grader operator has to be able to see his work to do a good job, whether he's rolling big windrows or doing highly accurate finishing.

Here is how Allis-Chalmers engineers made sure the new AD-40 met these requirements. They carried A-C's single member frame all the way from the front axle to the platform; cut down the size of the lift cases to eliminate blind spots; lowered the control box and eliminated assemblies from the front panel to provide better visibility of the work area directly in front of the operator; tapered the front edges of the platform so that he could see both ends of the moldboard as he works.

A-C fieldmen also knew that a grader operator likes to sit down whenever the job permits. So they've not only given him ample leg room for stand-up operation but also a steering wheel of adjustable height and a seat that rolls forward at a touch for sit-down operation.

Combined with a new kind of power steering, these advanced design features are making Allis-Chalmers AD-40 an increasing favorite with operators and owners alike because it means more work done with less effort. For more facts on the AD-40, it will pay you to see your nearby Allis-Chalmers dealer soon.

**ALLIS-CHALMERS**  
TRACTOR DIVISION • MILWAUKEE 1, U. S. A.



(above) Here is actual view operator has from platform of Allis-Chalmers AD-40, showing how well he can see both ends of the blade and both front wheels.

(below) The AD-40 has 104 brake horsepower, 23,000 pounds of weight and tandem drive traction, all it needs to do a better job on heavy duty construction . . . a faster job on maintenance.



## The President's First Message

PRESIDENT Dwight D. Eisenhower, in his first message to Congress on his 14th day in office, made a straightforward statement of high principles and sound objectives. Many are of direct interest to the construction industry.

His message, he said, provided only "a sure and substantial beginning" to the program of the new Administration, which will be filled out in the weeks ahead with additional recommendations. Though 7,000 words long, the message is terse and will deserve reading and re-reading as the program unfolds.

The President made it clear that he stands for efficiency and economy in government and for an administration "of such integrity and such efficiency that its honor at home will ensure respect abroad."

He repeatedly referred to initiative and free enterprise, stating that "we are concerned with the encouragement of competitive enterprise and individual initiative because we know them to be our nation's abiding sources of strength."

He also made it clear that he wished to work closely with Congress, and that in the solution to major problems we will call upon commissions of experts to determine facts and make recommendations.

Following are the views of the President and Congress on some of the matters of direct interest to construction.

**Balanced budget.** The first order of business, the President stated, is elimination of the annual deficit which is one of the critical steps to be taken to halt inflation. He has already ordered all department heads to make a thorough study of expenditures recommended for their agencies in the budget submitted by former President Truman. Congress also is in a mood to cut the budget so far as possible. The President followed this immediately with a new policy directive sent to all departments "to proceed only with projects which are clearly essential, and on such projects to employ the strictest standards of economy."

**Taxes.** With respect to taxes the President stated that "until we can determine the extent to which expenditures can be reduced, it would not be wise to reduce our revenues." He made no mention of the excess profits tax which will expire June 30. Sentiment had been developing in Congress to permit this tax to expire, and also to move ahead to July 1 from December 30 the date on which the latest income taxes expire. The President's strong stand makes action on the income tax reduction doubtful.

The President also stated that the Secretary of Treasury has undertaken a study of the entire tax structure and that there are inequities which should be removed. This is good news for general contractors because there are inequities for them in current taxes.

**Wage-price controls.** The President stated that "no single item in our current problems has received more thoughtful consideration by my associates, and by the many individuals called into our counsels, than the matter of price and wage control by law." He announced that he will not seek renewal of the controls when present legislation expires April 30, and will take steps to eliminate the controls in an orderly manner. The day following his message control agencies started reducing their

staffs. It was not known immediately when the Construction Industry Stabilization Commission would be terminated.

**Materials controls.** The President said that material and product controls also should be ended, and that he would recommend to Congress legislation only for defense priorities and control of scarce and critical items after expiration of present statutes on June 30. Representatives of The Associated General Contractors of America previously have recommended that the controls over construction be abolished immediately. Many of the existing controls are likely to be relaxed or terminated before June 30.

**Labor policy.** The determination of a labor policy, the President stated, "must be governed not by the vagaries of political expediency but by the firmest principles and convictions." He stated that experience had demonstrated the need for revision of the Taft-Hartley Act, and announced that the Department of Labor is starting to devise specific recommendations. Congressional committees are also about to start hearings on amendments to the act. One amendment which will receive consideration is to clarify the right of construction employers to enter into collective bargaining agreements before workmen are hired. It seems probable that some changes in the act will be adopted after thorough consideration by the Administration and by Congress after extensive public hearings.

**Natural resources.** The section on natural resources was one of the briefest of the eleven sections of the President's message. It left several questions unanswered. He stated that there should be a "strong federal program" and that "its major projects should be timed, where possible, to assist in levelling off peaks and valleys in our economic life." He did not elaborate on this cautious reference to possible use of public works to stabilize the economy.

He also stated that the best program would not result from exclusive dependence on federal bureaucracy, but would involve a partnership of the states, local communities, private citizens and the federal government, but he did not further explain his plans. He reported that there has been some "apparently justified" criticism of overlapping federal activities, but the "matter is being exhaustively studied and appropriate reorganization plans will be developed." He also stated that "most of these particular resource problems pertain to the Department of the Interior," but did not comment further.

**Schools.** The President stated that "our school system demands prompt, effective help," and recommended careful Congressional study and action. He also urged renewal of legislation which will expire June 30 for federal aid for construction of schools in defense areas.

**Civil Defense.** He said "civil defense responsibilities primarily belong to the state and local governments—recruiting, training and organizing volunteers to meet any emergency. The immediate job of the federal government is to provide leadership, to supply, technical guidance, and to continue to strengthen its civil defense stockpile of medical, engineering and related supplies and equipment." The A.G.C. has done much work to assist the federal government in civil defense plans.

The Congress and the Administration had been awaiting the first expression of the President's plans. Actions can be expected to be taken rapidly in the near future.



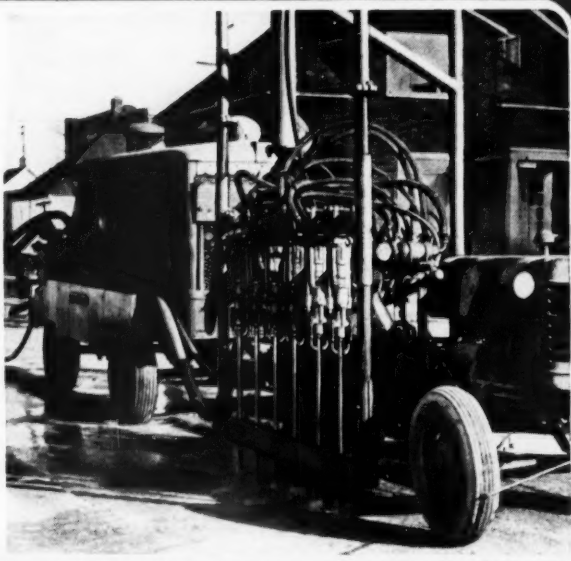
**GM DIESEL**

**CASE HISTORY No. 5211-4**

**USER:** R.L. Coolsaet Construction Co., Dearborn, Mich.

**INSTALLATION:** GM Diesel-powered Ingersoll-Rand 600 cfm rotary compressor replacing a 500 cfm compressor, supplies air to a tractor-mounted multiple drill—six drills 12" apart.

**PERFORMANCE:** Previous Diesel compressor supplied 75 lbs. of air to each drill and took time to build up pressure after each move. GM-powered compressor supplies steady 95 lbs., starts drills immediately and saves 20% in fuel costs. Unit drills 600 lineal ft. per day.



## **NEW GM DIESEL-POWERED RIG CUTS PAVEMENT-BREAKING TIME IN HALF**

R. L. Coolsaet figures his pavement-breaking time is cut right in half with this rig when compared to the old way with one man on each drill. Now he drills six holes at once—gets twelve holes drilled in six feet and moves up for the next series, all in three minutes, and one operator handles the job.

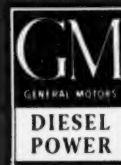
This is another good example of how General Motors Diesel-powered equipment gets work done faster and reduces costs at the same time. Two-cycle operation

delivers a smoother, steadier flow of power—gives instant response to overcome sudden load changes. Simple design makes it easier to maintain—lower-cost parts make it cheaper to maintain. Add it up and you'll see why GM Diesels give you power at the lowest cost per horsepower hour—for any job.

**DETROIT DIESEL ENGINE DIVISION**  
**GENERAL MOTORS • DETROIT 28, MICHIGAN**  
SINGLE ENGINES . . . 16 to 275 H.P.    MULTIPLE UNITS . . . Up to 840 H.P.

*It pays to standardize on*

*Write for booklet "A 50,000,000 Horsepower  
Insurance Policy" that tells you why.*





» A "SURE and substantial beginning" of the program which the new Administration will follow was outlined by President Eisenhower in his first message to Congress at a joint session on February 2.

In his inaugural address, two weeks earlier, the President stated his nine "fixed principles" by which we shall be guided "in pleading our just cause before the bar of history and in pressing our labor for world peace."

In his first message to Congress, he started by defining our foreign policy which "must be clear, consistent and confident," and then discussed in more detail the domestic policies by which to "achieve adequate military strength within the limits of endurable strain upon our economy."

The message had been awaited by the Congress and administrative branch as the statement of policies of the new Administration which would give impetus to preparations which were being made for taking action. The President opened by stating:

"It is manifestly the joint purpose of the Congressional leadership and of this Administration to justify the summons to governmental responsibility issued last November by the American people.

"The grand labor of this leadership will involve:

"Application of our influence in world affairs with such fortitude and such foresight that it will deter aggression and eventually secure peace.

"Establishment of a national administration of such integrity and such efficiency that its honor at home will ensure respect abroad.

"Encouragement of those incentives that inspire creative initiative in our economy, so that its productivity may fortify freedom everywhere.

"Dedication to the well-being of all our citizens and to the attainment of equality of opportunity for all, so that our nation will ever act with the strength of unity in every task to which it is called.

"The purpose of this message is to suggest certain lines along which our joint efforts may immediately be directed toward realization of these four ruling purposes.

"The time that this Administration has been in office has been too brief to permit preparation of a detailed and comprehensive program of recommended action to cover all phases of the responsibilities that devolve upon our country's new leaders. Such a

## Eisenhower Outlines Policies to Meet Fiscal and Economic Goals

- Reduce Deficits, Hold Budget to Safe Minimum
- Orderly Decontrol, Aim Toward Tax Reduction

program will be filled out in the weeks ahead as, after appropriate study, I shall submit additional recommendations for your consideration. Today can provide only a sure and substantial beginning."

### Economic Strength

After discussing the foreign policy and achieving adequate military strength, the President stated:

"I have referred to the inescapable need for economic health and strength if we are to maintain adequate military power and exert influential leadership for peace in the world. Our immediate task is to chart a fiscal and economic policy that can:

"1. Reduce the planned deficits and then balance the budget, which means among other things, reducing federal expenditures to the safe minimum. 2. Meet the huge costs of our defense. 3. Properly handle the burden of our inheritance of debt and obligations. 4. Check the menace of inflation. 5. Work toward the earliest possible reduction of the tax burden. 6. Make constructive plans to encourage the initiative of our citizens.

"The first order of business is the elimination of the annual deficit. It demands the concerted action of all those in responsible positions in the government and the earnest cooperation of the Congress.

"Already, we have begun an examination of appropriations and expenditures of all departments in an effort to find significant items that may be decreased or cancelled without damage to our essential requirements.

"Getting control of the budget requires also that state and local governments and interested groups of citizens restrain themselves in their demands upon the Congress that the federal treasury spend more and more money for all types of projects.

"Reduction of taxes will be justified only as we show we can succeed in bringing the budget under control. As the budget is balanced and inflation checked, the tax burden that today stifles initiative can and must be eased.

"Until we can determine the extent

to which expenditures can be reduced, it would not be wise to reduce our revenues.

"Meanwhile, the tax structure as a whole demands review. The Secretary of Treasury is undertaking this study immediately. We must develop a system of taxation which will impose the least possible obstacle to the dynamic growth of the country. This includes particularly real opportunity for the growth of small businesses."

### Wage, Price, Materials Controls

In discussing wage, price and materials controls, he stated:

"The great economic strength of our democracy has developed in an atmosphere of freedom. The character of our people resists artificial and arbitrary controls of any kind. Direct controls, except those on credit, deal not with the real causes of inflation but only with the symptoms. In times of national emergency, this kind of control has a role to play. Our whole system is based upon the assumption that, normally, we should combat wide fluctuations in our price structure by relying largely on the effective use of sound fiscal and monetary policy, and upon the natural workings of economic law.

"Moreover, American labor and American business can best resolve their wage problems across the bargaining table. Government should refrain from sitting in with them unless, in extreme cases, the public welfare requires protection. . . .

"The weight of evidence is clearly against the use of controls in their present form. They have proved largely unsatisfactory and unworkable. They have not prevented inflation; they have not kept down the cost of living. Dissatisfaction with them is wholly justified. I am convinced that now—as well as in the long run—free and competitive prices will best serve the interests of all the people, and best meet the changing, growing needs of our economy.

"Accordingly, I do not intend to ask for a renewal of the present wage and price controls on April 30, 1953,

when present legislation expires. In the meantime, steps will be taken to eliminate controls in an orderly manner, and to terminate special agencies no longer needed for this purpose. It is obviously to be expected that the removal of these controls will result in individual price changes—some up, some down. But a maximum of freedom in market prices as well as in collective bargaining is characteristic of a truly free people.

"I believe also that material and product controls should be ended, except with respect to defense priorities and scarce and critical items essential for our defense. I shall recommend to the Congress that legislation be enacted to continue authority for such remaining controls of this type as will be necessary after the expiration of the existing statute on June 30, 1953.

"It would be idle to pretend that all our problems in this whole field of prices will solve themselves by mere federal withdrawal from direct controls.

"We shall have to watch trends closely. If the freer functioning of our economic system, as well as the indirect controls which can be appropriately employed, prove insufficient during this period of strain and tension, I shall promptly ask the Congress to enact such legislation as may be required.

"In facing all these problems—wages, prices, production, tax rates, fiscal policy, deficits—everywhere we remain mindful that the time for sacrifice has not ended. But we are concerned with the encouragement of competitive enterprise and individual initiative precisely because we know them to be our nation's abiding sources of strength."

#### **Natural Resources**

In discussing the conservation and development of natural resources, President Eisenhower stated this calls for a "strong federal program" whose "major projects should be timed, where possible, to assist in leveling off peaks and valleys in our economic life. Soundly planned projects already initiated should be carried out. New ones will be planned in the future.

"The best natural resources program for America will not result from exclusive dependence upon federal bureaucracy. It will involve a partnership of the states and local communities, private citizens and the federal government, all working together.

This combined effort will advance the development of the great river valleys of our nation and the power that they can generate. Likewise, such a partnership can be effective in the expansion throughout the nation of upstream storage; the sound use of public lands; the wise conservation of minerals; and the sustained yield of our forests.

"There has been much criticism, some of it apparently justified, of the confusion resulting from overlapping federal activities in this entire field of resource-conservation. This matter is being exhaustively studied and appropriate reorganization plans will be developed. Most of these particular resource problems pertain to the Department of the Interior."

He did not elaborate further.

#### **Labor Policy**

The President enunciated his labor policy as follows:

"The determination of labor policy must be governed not by the vagaries of political expediency but by the firmest principles and convictions. Slanted partisan appeals to American workers, spoken as if they were a group apart, necessitating a special language and treatment, are an affront to the fullness of their dignity as American citizens.

"The truth in matters of labor policy has become obscured in controversies. The very meaning of economic freedom as it affects labor has become confused. This misunderstanding has provided a climate of opinion favoring the growth of governmental paternalism in labor relations. This tendency, if left uncorrected, could end only by producing a bureaucratic despotism. Economic freedom is, in fact, the requisite of greater prosperity for every American who earns his own living.

"In the field of labor legislation, only a law that merits the respect and support of both labor and management can help reduce the loss of wages and of production through strikes and stoppages, and thus add to the total economic strength of our nation.

"We have now had five years' experience with the Labor Management Act of 1947, commonly known as the Taft-Hartley Act. That experience has shown the need for some corrective action, and we should promptly proceed to amend that act.

"I know that the Congress is already proceeding with renewed studies of this whole subject. Meanwhile, the Department of Labor is at once be-

ginning work to devise further specific recommendations for your consideration.

"In the careful working out of legislation, I know that you will give thoughtful consideration—as will we in the executive branch—to the views of labor, and of management, and of the general public. In this process, it is only human that each of us should bring forward the arguments of self-interest. But if all conduct their arguments in the overpowering light of national interest—which is enlightened self-interest—we shall get the right answers. I profoundly hope that every citizen of our country will follow with understanding your progress in this work. The welfare of all is involved.

"Especially must we remember that the institutions of trade unionism and collective bargaining are monuments to the freedom that must prevail in our industrial life. They have a century of honorable achievement behind them. Our faith in them is proven, firm and final."

#### **Government Policy**

"Government can do a great deal to aid the settlement of labor disputes without allowing itself to be employed as an ally of either side. Its proper role in industrial strife is to encourage the processes of mediation and conciliation. These processes can successfully be directed only by a government free from the taint of any suspicion that it is partial and punitive.

"The Administration intends to strengthen and to improve the services which the Department of Labor can render to the worker and to the whole national community. The department was created—just forty years ago—to serve the entire nation. It must aid, for example, employers and employees alike in improving training programs that will develop skilled and competent workers. It must enjoy the confidence and respect of labor and industry in order to play a significant role in the planning of America's economic future. To that end, I am authorizing the Department of Labor to establish promptly a tripartite advisory committee consisting of representatives of employers, labor and the public."

The message, generally, was well received by members of Congress. The following two days he held luncheons for leaders of the Senate and House, in addition to the weekly meetings to discuss legislation, in order to cement good relationships with Congress.

» "CIRCUMSTANCES change and current questions take on different forms, new complications, year by year. But underneath, the great issues remain the same—prosperity, welfare, human rights, effective democracy and above all, peace." Thus spoke Harry S. Truman in his last State of the Union Message as President of the United States, two weeks before his successor, Dwight D. Eisenhower assumed, in Mr. Truman's words, "the most compelling responsibilities given to any man."

Pledging his support and asking all Americans to give theirs in the great work ahead for General Eisenhower, Mr. Truman said the greatest of this country's concerns, the cold war with Russia "is a struggle as old as recorded history; it is freedom versus tyranny."

In a world divided by Soviet design, our moral position, our world leadership in the free world today is fortified by the efforts we made toward peaceful collaboration, which showed that we believed what we proclaimed, President Truman said. And at the heart of the free world's defense is the military strength of the United States, he declared.

Leaving the presentation of a legislative program to his successor, the 33rd President reviewed the course of events during the eight years of his administration and appraised the "position at which we have arrived."

### Real Living Standards Higher

Mr. Truman found the nation's economy had "grown tremendously" with 62 million persons gainfully employed, compared to 51 million seven years ago, and free enterprise flourishing as never before. Businessmen and farmers have invested more than \$200 billion in new plants and equipment since the end of World War II, he said, and although prices have risen higher than they should have, incomes have risen even more so that real living standards are now considerably higher than seven years ago.

"Above all, this live and vital economy of ours has now shown the remarkable capacity to sustain a great mobilization program for defense, a vast outpouring of aid to friends and allies all around the world—and still to produce more goods and services for peaceful use at home than we have ever known before," he declared.

This has been our answer, up to now, he said, to the free world that

## Issues Remain Same, Truman Declares

### • Asks Support for Ike in Last State of Union Message

dreaded and the communists who hoped for a post World War II depression in this country and built their policies on that expectation. In July of 1950 we began our rapid rearmament and for two years held very close to a pay-as-we-go policy, Mr. Truman said. He warned, however, that in the current fiscal year and the next, rising expenditures for defense will substantially outrun receipts, posing an immediate and serious problem for the new Congress.

### Social Welfare Continued

Progress in the field of social welfare begun under the Roosevelt New Deal had been continued by the Truman Fair Deal, he declared. Mr. Truman cited increased and extended old age insurance benefits, low rent housing, advanced education for veterans, rural electrification and conservation of natural resources, and pointed to a "great awakening of the American conscience" on the issues of civil rights, with "barriers coming down all across the nation."

Mr. Truman also mentioned the reorganization of Congress in 1946; unification of the armed services, beginning in 1947; closer integration of foreign and military policy through the National Security Council, and the executive reorganizations before and after the Hoover-Acheson Commission report in 1949 as landmarks in "our continuing endeavor to make government an effective instrument of service to the people."

These measures had shown which direction would be taken on the issues facing the Republic when he first assumed his duties as President of the United States, said Mr. Truman. To the overriding question of our time, however—could there be built in the world a durable structure of security, a lasting peace for all the nations—no answer could be given yet, he declared, nor perhaps, would it be known finally for a long time to come.

### Cold War Unabated

Although the global struggle between the free world and the communists continues unabated, our accomplishments so far in building for peace should give "real pride to Americans," President Truman declared.

"At the very least, a total war has been averted each day up to this hour. And at the most, we may already have succeeded in establishing conditions which can keep that kind of war from happening, for as far ahead as man can see," he said.

Mr. Truman warned Premier Stalin to recognize that this was the atomic age and to discard Lenin's pre-atomic concept that one stage in the development of communist society would be war with the capitalist world. War has changed its shape and dimension, it cannot now be a "stage" in the development of anything save ruin for your regime and homeland, said Mr. Truman.

There is ahead of us a long hard test of strength and stamina between the free world and the communist domain, which is above all, a test of the will and steadiness of the United States, he said, adding that in this, our starting point has been and should remain the United Nations. Since there can be no military strength except where there is economic capacity to back it and no freedom where there is economic chaos or social collapse, our national policy has included a wide range of economic measures as well as measures of collective security, Mr. Truman said. In this situation, he stated, we see the meaning of the Point IV program and the grand design of the Marshall Plan.

### The Path We Must Follow

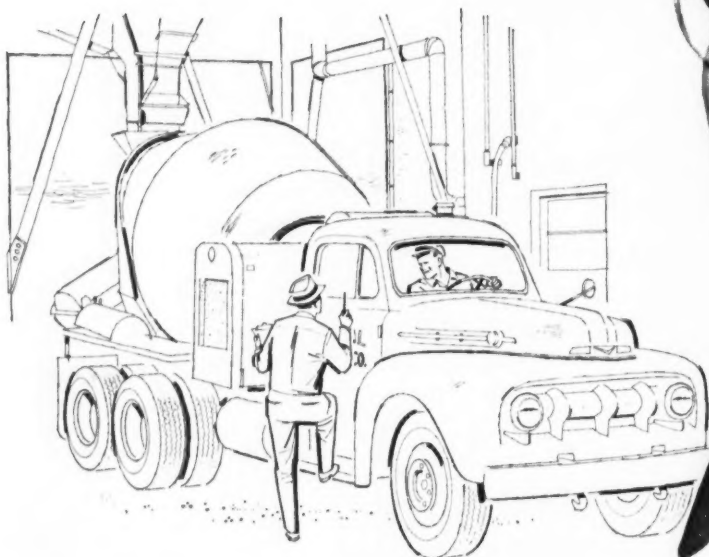
"These are the measures we must continue," said Mr. Truman. "This is the path we must follow. We must go on, working with our free associates, building an international structure for military defense and for economic, social and political progress. We must be prepared for war, because war may be thrust upon us. But the stakes in our search for peace are immensely higher than they have ever been before."

If the communist rulers understand they cannot win by war, and if we frustrate their attempts to win by subversion, it is not too much to expect their world to change its character, moderate its aims, become more realistic and less implacable, and recede from the cold war they began, the President declared.



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**“There’s nothing average  
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*known air entraining agent to standard portland cement at the mixer.* He’ll tell you that it’s safe, sure . . . and simple to do.

So take a tip from Ernie . . . remember, on your next air entrained job use air entraining cement only if you’re *certain* that it will produce the mix that’s right for *that particular job*. Remember, too . . . air entraining or standard portland, there’s no better cement on the market than Marquette.

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» **PRESIDENT** Eisenhower drew from diverse fields for his Cabinet and other high posts with an obvious eye for strong administration. Banker, lawyer, union man, industrialist, retailer, educator, statesman, publisher, governor and other positions in public life are among his choices.

The new President has the reputation of carefully seeking out all the facts on a subject before making a decision, and as such is expected to rely heavily on studies by special commissions, and on decisions and advice of his Cabinet.

Members of the Cabinet and other significant appointments are as follows:

**Secretary of State** John Foster Dulles, native of Washington, D. C., has been active in diplomatic affairs for the U. S. since before World War I. He took part in many major diplomatic moves of the country, including negotiation of the Japanese peace treaty, drafting of the United Nations charter, and representation of the Republicans in founding the basis for a bi-partisan foreign policy in relation to the U.N. A prominent Presbyterian layman, he assumed leadership in the church movement for a just and durable peace. A lawyer, he was chairman of the Board of Trustees of the Rockefeller Foundation, General Education Board, and Carnegie Endowment for International Peace at the time of appointment.

## Men from Diverse Fields Fill Cabinet

• President to Rely on Commission Studies, Strong Aides

**Secretary of the Treasury** George M. Humphrey is an industrialist in many fields, and headed, among his enterprises, the M. A. Hanna Co., Pittsburgh Consolidation Coal Co., and Iron Ore Co. of Canada. He was a trustee of the Committee for Economic Development and engaged in many other business, educational and charitable organizations.

**Under Secretary of Treasury** Marion B. Folsom had been treasurer of the Eastman Kodak Co. and chairman of the CED, director or trustee of various banks, member of the National Industrial Conference Board, and has engaged in many other activities in business or public life.



Mr. Folsom

**Secretary of Defense** Charles E. Wilson resigned as president of the giant General Motors Corp. and agreed to dispose of his large bloc of stock in that company on appointment. In addition to his GM experience of 30 years, he had been active in several other enterprises. He be-

gan his meteoric career as an electrical engineer.

**Deputy Secretary of Defense** Roger M. Kyes was vice president of GM at time of his appointment, and previously had served with other firms including the Glen L. Martin Co.



Mr. Kyes

Still to be acted on at press time were nominations of Robert T. B. Stevens, fabric manufacturer, as Secretary of the Army; R. B. Anderson, Texas industrialist, as Secretary of the Navy; and Harold E. Talbott, who has been active in industrial aviation fields since the invention of the airplane, as Secretary of the Air Force. Delay in confirmation was caused by ownership of stocks by Messrs. Talbott and Stevens in companies doing business with the Defense Department.

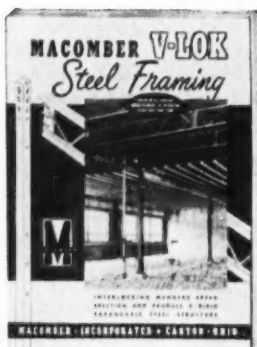
**Attorney General** Herbert Brownell, New York lawyer, has managed Gov. Thomas E. Dewey's campaigns for New York governor and for President of the U. S., helped run



United Press Photo

**OFFICIAL FAMILY OF NEW ADMINISTRATION**, pictured at pre-inaugural New York conference, are, left to right, seated: Attorney General Herbert Brownell, Jr.; Secretary of Treasury George M. Humphrey; Vice President Richard M. Nixon; President Eisenhower; Secretary of State John Foster Dulles; and Secretary of Defense Charles E. Wilson. Standing: Budget Director Joseph M. Dodge; Mrs. Oveta Culp Hobby, Federal Security Agency Administrator; Gov. Sherman Adams, assistant to the President; Secretary of Commerce Sinclair Weeks; Gov. Douglas McKay, Secretary of Interior; Postmaster General Arthur E. Summerfield; Secretary of Agriculture Ezra Taft Benson; Secretary of Labor Martin P. Durkin; Henry Cabot Lodge, ambassador to United Nations; and Mutual Security Director Harold E. Stassen.

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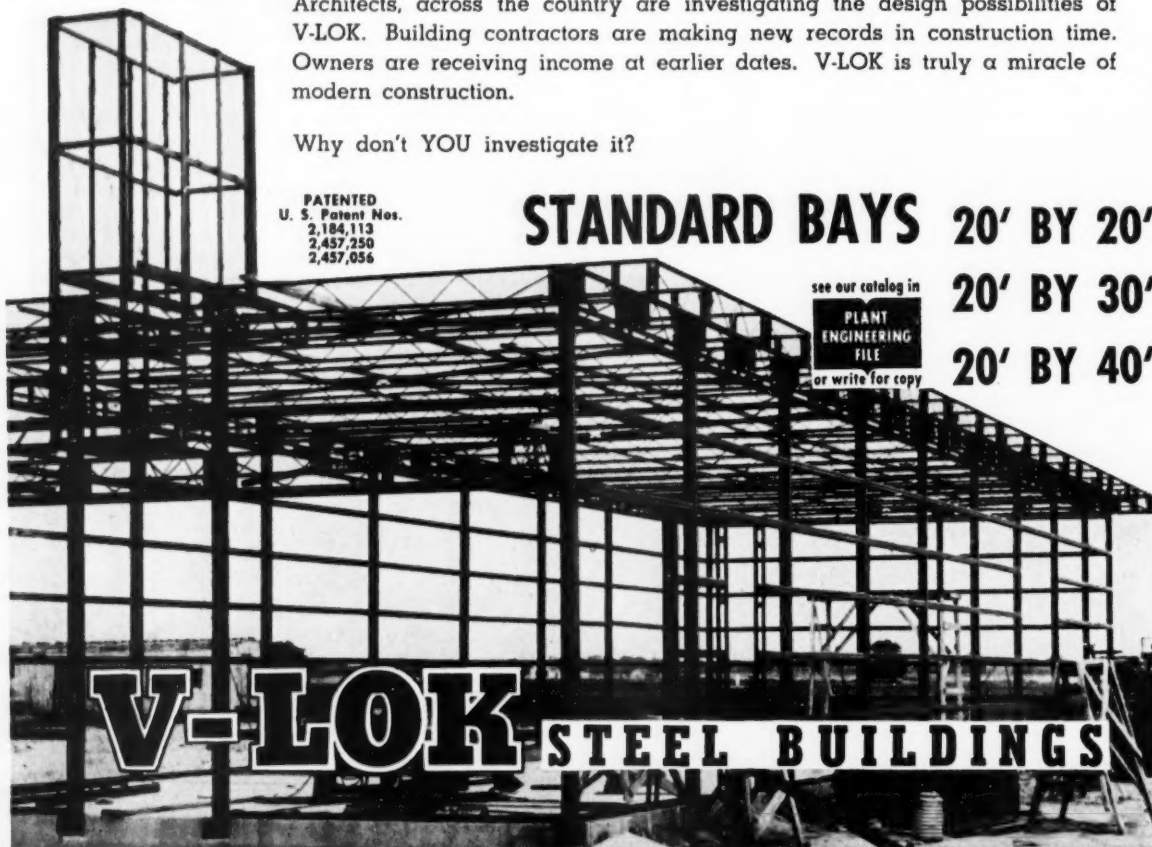
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President Eisenhower's election campaign, and formerly was chairman of the Republican National Committee.

**Postmaster General** Arthur E. Summerfield, Michigan automobile dealer, has been active in Republican Party strategy and finance.

**Secretary of the Interior** Douglas McKay, former automobile dealer, was active in development of western resources as Governor of the state of Oregon. (See page 52)

Nominations for Under Secretary of Interior and Commissioner of Reclamation unannounced at press time.

**Secretary of Agriculture** Ezra T. Benson, has been widely known in agricultural circles for many years and was chairman of the Board of Trustees of the American Institute of Cooperation, composed of 1,500 farmer co-operatives, farm organizations and land-grant colleges. He has been active in the Church of Jesus Christ of Latter Day Saints.

**Secretary of Commerce** Sinclair Weeks, active in Republican affairs for many years, is a prominent industrialist and former banker of Massachusetts. His principal associations lately have been with Reed & Barton Corp., silversmiths of Taunton, and United-Carr Fastener Corp.

**Under Secretary of Commerce** Walter W. Williams, Seattle mortgage banker, had been chairman of the CED. In an address to the 1950 convention of The Associated General Contractors of America, he said the basic construction industry is not a place for tinkering by economic planners.



Mr. Williams

**Under Secretary of Commerce** for Transportation is Robert Blaine Murray, Jr., president of the Pennsylvania Economic League, who will be in charge of the Bureau of Public Roads and Civil Aeronautics Administration, among other duties.



Mr. Murray

**Secretary of Labor** Martin P. Durkin was president of the United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting

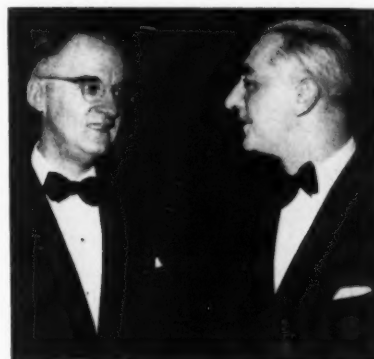
## CED Honors Folsom, Named to Treasury

» LEADERS of business, education and government paid tribute to Marion B. Folsom at a dinner in New York last month given by the Committee for Economic Development in honor of his retirement as chairman of the board of trustees to become Under Secretary of Treasury.

In the new Administration he joins such other CED trustees as President Dwight D. Eisenhower; Secretary of Treasury George M. Humphrey; Under Secretary of Commerce W. Walter Williams; and Harvard President James B. Conant, designated as U. S. High Commissioner for Germany.

With Mr. Folsom and Mr. Williams entering the new Administration, all three former CED chairmen are now or have been in government service. Paul G. Hoffman, first chairman, is former Economic Cooperation Administrator.

Leroy A. Lincoln, chairman of the board, Metropolitan Life Insurance Co., presided at the dinner. Speeches in appreciation of Mr. Folsom's service were given by Philip D. Reed, chairman of the board, General Electric Co.; Robert D. Calkins, president, Brookings Institution; John D. Biggers, president, Libbey-Owens-Ford



Mr. Folsom (left) and Mr. Kestnbaum, former and new CED chairmen.

Glass Co., and Wesley F. Rennie, CED executive director. Mr. Folsom also resigned as treasurer of Eastman Kodak Co. to accept his new position.

The new chairman, Meyer Kestnbaum, president, Hart Schaffner & Marx, was introduced by Thomas B. McCabe, president, Scott Paper Co. and former chairman of the Federal Reserve Board.

General contractor representatives present were H. C. Turner, Jr., Turner Construction Co., and Wm. E. Woodruff, A.G.C. national staff.

Industry, A.F.L., and had been head of the Illinois Department of Labor. (See page 37)

**Under Secretary of Labor** Lloyd A. Mashburn, also an A.F.L. man (Lathers), had been Labor Commissioner of California. He was secretary-treasurer of the Los Angeles Building and Construction Trades Council and secretary of 10 Southern California Building and Construction Trades Conference, and a member of 24 committees on labor activities.

**Director, Bureau of the Budget**, Joseph M. Dodge, former president of the American Bankers Association, was president of Michigan's oldest bank, The Detroit Bank, at the time of his appointment. Active in many civic enterprises and monetary fields, he has given much service to the government. He was awarded the Medal of Merit by the President for work on financial reforms in Germany, and the Medal for Exceptional Civilian Service by the Secretary of the Army for work on economic stabilization in

Japan after the war. (See page 43)

**Mutual Security Director** Harold E. Stassen, thrice governor of Minnesota, had been a candidate for Republican nomination for President, and has been active in many political and other public affairs. He was president of the University of Pennsylvania.

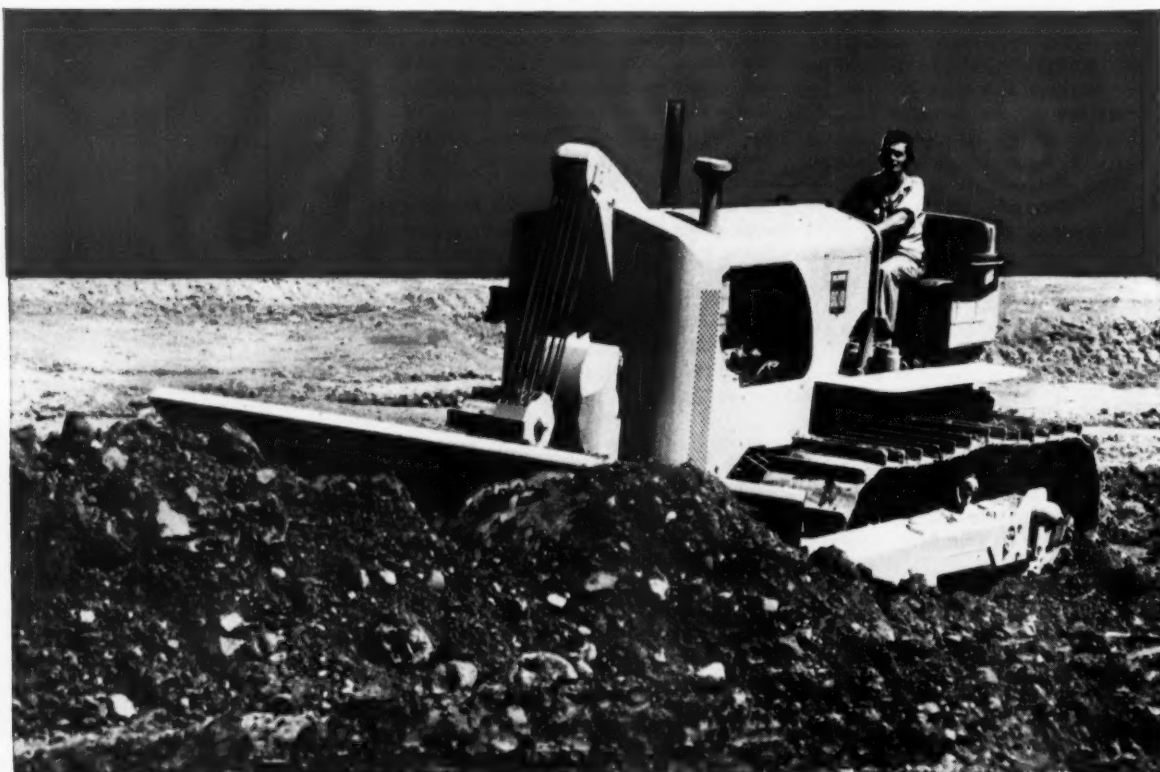
**Federal Security Agency** Administrator, Mrs. Oveta Culp Hobby, editor and publisher of *The Houston Post*, was director of the Women's Army Corps during World War II, with the rank of colonel, was awarded the Distinguished Service Medal and received many other honors.

President Eisenhower also has gathered a sizable staff of personal advisers and others to help administer the many White House duties, headed by former Gov. Sherman Adams of New Hampshire, assistant to the President.

A number of other positions under Cabinet officers, and diplomatic posts were being filled early this month.



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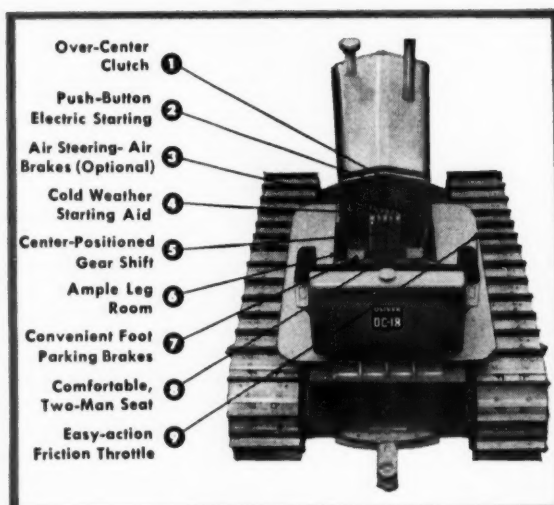


**OWNERS** can't say enough good things about the new Oliver "OC-18." They keep telling us how it does more work . . . how that full 133\* drawbar horsepower gives it plenty of power for the really tough jobs . . . about its low operating and maintenance costs . . . and how the operators and mechanics like it.

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» THE 83rd Congress, with its slender majority of Republicans in both Houses, spent its first month getting organized.

By the time Congress heard the President address a joint session on February 2 to present his state of the union message, committee organization had been almost completed and the Senate and House were ready for action. Chairmen of the major Senate committees are:

Agriculture, George D. Aiken, Putney, Vt., a former governor of Vermont who has been in the Senate since 1940.



Sen. Bridges

Appropriations, Styles Bridges, Concord, N. H., who was formerly governor of New Hampshire and has been in the Senate since 1936.

Armed Services, Leverett Saltonstall, Dover, Mass., who was governor of Massachusetts and has been in the Senate since 1944.

Banking and Currency, Homer E. Capehart, Washington, Ind., a former electrical engineer and manufacturer, who was elected to the Senate in 1944.



Sen. Capehart

Finance, Edwin C. Johnson, Craig, Colo., former governor of Colorado who was first elected to the Senate in 1936.

Foreign Relations, Alexander Wiley, Chippewa Falls, Wis., banker, businessman, lawyer and dairy farmer who was elected to the Senate in 1938.

Government Operations, Joseph R. McCarthy, Appleton, Wisc.

Interior, Hugh Butler, Omaha, Nebr., former railroad construction engineer and operator of flour milling and grain business, who has been in the Senate since 1941.



Sen. Langer

Interstate and Foreign Commerce, Charles W. Tobey, Temple, N. H., former governor of New Hampshire and Representative who was elected to the Senate in 1938.

## 83rd Congress Begins Work With Slender GOP Majority

### • Chairmen of Major Committees in Both Houses

Judiciary, William Langer, Bismarck, N. Dak., former governor of North Dakota elected to the Senate in 1940.



Sen. Smith

Labor and Public Welfare, H. Alexander Smith, Princeton, N. J., attorney and educator, elected to the Senate in 1944.



Sen. Martin

Public Works, Edward Martin, Washington, Penna., who has served in all grades in the military establishment from private to major general and is a former governor of Pennsylvania elected to the Senate in 1946.

Rules, William E. Jenner, Bedford, Ind., attorney, who served overseas as a captain in the Air Corps before election to the Senate in 1944.

### House Committee Chairmen

Chairmen of the major House committees are:



Rep. Taber

Appropriations, John Taber, Auburn, N. Y., who began his service in the House in 1923 has been a long-time advocate of economy in government.

Ways and Means, Daniel A. Reed, Dunkirk, N. Y., who has been in the House since 1919.

Rules, Leo E. Allen, Galena, Ill., a member of Congress since 1933.

Interior and Insular Affairs, Arthur L. Miller, Kimball, Neb., a doctor and surgeon first elected to Congress in 1942.

Administration, Karl M. LeCompte, Croydon, Iowa, publisher of the Croydon Times-Republican and a member of Congress since 1939.

Armed Services, Dewey Short, Galena, Mo., a Representative since 1935.



Rep. D. Reed

Banking and Currency, Jesse P. Wolcott, Port Huron, Mich., a member of Congress since 1931.



Rep. Wolcott

Education and Labor, Samuel K. McConnell, Jr., Wynewood, Penna., former investment banker elected to Congress in 1944.

Government Operations, Clare E. Hoffman, Allegan, Mich., elected in 1938.

Foreign Affairs, Robert B. Chipfield, Canton, Ill., who has been a member of the House since 1939.

Interstate and Foreign Commerce, Charles A. Wolvertson, Camden, N. J., first elected to Congress in 1926.



Rep. Dondro

Public Works, George A. Dondro, Royal Oak, Mich., an attorney first elected in 1932.

Judiciary, Chauncey W. Reed, West Chicago, Ill., an attorney who started his service in the House in 1935.



Rep. C. Reed

## Big Problem: Balance Budget, Cut Taxes

### • Congress in Reduction Mood; Administration Soft-Peddalling

» THE NEW Administration and the Republican-controlled 83rd Congress are faced with perhaps their toughest problem in how to balance the budget and reduce taxes—two diametrically opposed goals that figured in campaign promises.

Congressional and Administration leaders are agreed that both goals cannot be attained in a period of a few months. They point out that the Administration has inherited a budget envisioning a deficit which has been months in the making, and a number of "fixed" programs previously authorized which cannot be simply shut off overnight. Biggest expenditures still will be the defense and mutual security programs to which the country is committed.

In addition to the obvious difficulty in balancing the budget under the current tax structure, the Administration and Congress are faced with the serious predicament of shrinking revenues in the next two years as several tax increases levied in 1950 and 1951 expire successively.

The excess profits tax on corporations is slated to expire next June 30. The rate increases on individual income enacted under the Revenue Act of 1951 are to terminate next December 31, and the increases in normal rates on corporations' income will expire on March 31, 1954. And most of the excise tax rate increases also will expire March 31, 1954.

Thus, even if Congress does nothing, the expiration of these tax measures as scheduled will mean loss in budget receipts of an estimated \$2.2 billion during fiscal 1954, and \$8.5 billion per year after that.

This dilemma has led to some disagreement in Congress as to what should come first—balancing the budget, or cutting of taxes. Chairman Daniel Reed (N. Y.) of the House Ways and Means Committee, set off some controversy by introducing an income tax reduction bill.

However, tax policy-makers in Congress state that lower rates in some areas should increase business and thereby also increase revenue.

Here is what leading members of the powerful House Ways and Means Committee, in which all tax legislation originates, believe is in store:

General—Congress will not, in any

event, pass new legislation calling for increases or extension of temporary measures, but on the contrary is determined to cut taxes which now take 30% of national income. Significantly, President Eisenhower drew only scattered applause when in his State of the Union message, he said tax reduction will be justified "only as we show we can succeed in bringing the budget under control."

Excess profits—This law, in which many committee members have found inequities, is expected to be allowed to expire.

Income tax—Rates stand excellent chance of being lowered this June 30 under Rep. Reed's bill, instead of dropping automatically Dec. 31.

Excise tax—To be studied in next few months, the theory is advanced that relief for an industry showing

substantial sales loss due to big excise taxes would boost sales and revenue.

Internal Revenue Code—Will be studied thoroughly for revision.

Social Security—Entire basis will be studied with view toward correcting situation where large surplus is accumulated for government use. "Pay-as-we-go" policy and small surplus have been advocated.

Congressmen handling the taxes have expressed the feeling that, having held to the theory with past Administrations that "the White House will spend the money if we give it to them," they will continue to keep a watchful eye on tax proposals.

Chairman Taber (N. Y.) of the House Appropriations Committee also is expressing determination to pare down the budget, mentioning in particular possible savings in government administration in various departments, elimination of duplication in military expenditures, and trimming of foreign aid programs.

## Congressman Praises Moroccan Base Work

» THE CONSTRUCTION of air bases in French Morocco is "work in which the American people can have confidence," Congressman L. Mendel Rivers has reported to Congress.

Following criticism of the project, the South Carolina member of Congress last September started an investigation and personal visit to the bases in North Africa. In his report to chairman of the House Armed Services Committee, published last month, he stated in part:

"Even to a layman the American know-how and construction ingenuity that has made possible the building of three of the largest air bases in the world to operational completion in record-breaking time, is evident.

"I was well pleased in my observation of the organizations and the individuals who are carrying out the work. They have survived the rough and strenuous early days of the job, have themselves licked most of the problems which hampered the work initially, and evidently have a team of efficient, businesslike organizations to continue the job to completion.

"I was impressed with the high caliber of the individuals, both Corps of Engineers and contractors' employees, who are on the job in Morocco. Their abilities are of the best and their spirit and morale are high."

"Despite all these obstacles and problems the work was undertaken and pushed with vigor and determination, and I find it rather amazing that the margin of human error was not greater.

"In conclusion, I wish to emphasize two points. First the quality of the work that is being performed and the organizations which are carrying it forward are excellent. Secondly, the amount of work that has been accomplished, especially during the early months, is almost beyond belief. I am sure that the Moroccan project established a record for speed of construction during those early months when speed was the criterion. I am equally certain that it is establishing a similar record for efficiency and economy now that the pressure for rapid construction has been removed. In both respects it is work in which the American people can have confidence and the Corps of Engineers can take pride."

The bases are being constructed by Atlas Constructors, a joint venture of American general contractors, for the Air Force under supervision of the Corps of Engineers. An earlier report by a House Appropriations subcommittee stated that previous charges of inefficiency has been "emphasized out of all proportion to their extent."

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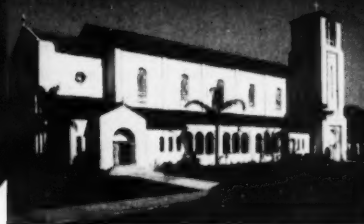
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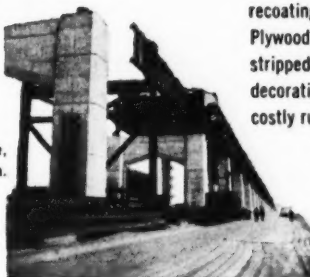
Pacific Gas & Electric Co.,  
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## Construction Renegotiation Guide Includes Several A.G.C. Proposals

• Recognizes Differentiation from Other Industries

By John C. Hayes

Hayes and Hayes, Washington, D. C.

» THE "Guide for Renegotiation of Construction and Architect-Engineer Contracts" recently released by the Renegotiation Board commands the attention of every general contractor subject to the Renegotiation Act of 1951. It was prepared primarily for the information and guidance of personnel engaged in renegotiation; however, it is equally informative to general contractors in the preparation of their cases.

The guide reflects the requests made by The Associated General Contractors to the Renegotiation Board for a realistic approach to the renegotiation of construction contracts. A committee composed of qualified representatives of government agencies familiar with construction operations, was appointed by the board to assist its representatives in the preparation of instructions for the guidance of renegotiation personnel.

The guide represents many weeks of constructive work and study. It covers the scope of the act and exemptions, the types of construction contracts, the information required, the application of statutory factors, the various accounting practices, and acknowledges the many differences in conditions and hazards between construction and manufacturing operations.

### Part III "Educational Approach"

Part III of the guide is an educational approach for the guidance of renegotiation personnel in the complexities of the construction industry. This represents the culmination of efforts by The Associated General Contractors to overcome the universal complaint by general contractors that government personnel are not familiar with the operations and problems of the construction industry and hence make little distinction between construction and other industries. The guide clearly sets forth, "To assure a uniform and equitable result in the renegotiation of construction contracts, the differences which distinguish construction contracts from supply contracts must be plainly rec-

ognized." Some of the important differences are set forth, as follows:

**Standardization of Operations.**—Supply contracts involve standard products, the unit costs of which tend toward uniformity. Construction contracts involve custom work; each job presents different plans and specifications, sites, physical conditions encountered, skills required and costs.

**Risks.**—Weather and site conditions are hazards peculiar to the industry, often causing time loss, increased labor and overhead costs, possible liquidated damages, loss of or damage to equipment or materials, abnormal depreciation, and damage to completed work.

**Invested Capital.**—Consideration is given to the fact that in addition to invested capital, construction contractors often use their private funds as collateral for performance and payment bonds, bank credits, etc.

**Organization and Overhead.**—Small permanent organization and capital investment cause lower fixed overhead costs and expenses in relation to dollar volume of business in construction than in other industries generally.

**Sources of Renegotiable Income.**—Receipts and accruals from construction work include compensation for procurement and installation of production equipment and from the rental or sale of construction equipment to others.

**Types of Contracts.**—Fixed-price and cost-plus-fixed-fee contracts are explained and distinguished, including a statement of risks assumed under each type.

**Joint Ventures.**—The decision to renegotiate joint ventures as separate entities was made by the Renegotiation Board over the protests of The Associated General Contractors. The decision works a real hardship on general contractors, and efforts to bring about a change are continuing. This part of the guide merely reiterates the decision and sets forth the procedures to be followed by the renegotiation personnel. It should be noted that the board has tempered its decision to the extent of giving special consideration with respect to losses sus-

tained by other concerns on similar work, especially when such concerns are connected with the contractor, as through joint venture relationships.

### Part IV: Facts Required

Part IV of the guide discusses in detail the pertinent facts required for the renegotiation of construction cases. The sources of the information to be assembled are stated as "(1) Contractor's Information and Work Sheet (Form RB-2A) and other information specifically requested of the contractor; and (2) performance reports from Departments. Other information from reliable sources may be considered." Among the facts to be assembled, and their relative importance, are:

**Basis of Award.**—The award requires consideration of the status of plans and specifications, bidding time allowed, number of bids received, and the contract price. Discussed are poorly prepared or delayed plans and specifications resulting in time lapse, increased risks, and higher labor and equipment costs; also, risks assumed from inadequate time allowed to prepare bids, to inspect site conditions, to secure quotations, and to prepare sound cost estimates before submission of bids. Further discussed is the risk assumed, based on the number of bids received, and lastly, the fairness of the contract price in relation to other bids on similar work under similar conditions.

**Location.**—Set forth are many factors significant in evaluating reasonableness of cost. Whether the work is carried on under common supervision or with separate organizations; equipment problems; distance from sources of labor, materials and equipment involving expenditures for transportation, housing, subsistence and recreation facilities for employees, are all factors that must be given consideration. Also mentioned are the very high overhead costs on work outside the continental limits of the United States.

**Changes in Drawings and Specifications after Award.**—It is acknowledged that this may affect the orderly sequence of the work, may cause the abandonment of work partially completed and may create difficulties in scheduling labor, equipment and material procurement. Such may affect not only the immediate work but also the cost of other work on the project.

**Character of Work.**—Various aspects of this subject are discussed in the following paragraphs:

(a) Organization and Equipment



**Required.**—When the contractor's organization is qualified and within the project requirements, his equipment is adapted to the work and in well maintained operating condition, and he employs qualified labor, these facts should be given favorable consideration to the extent that they result in reasonable costs and efficient over-all operations.

(b) **Quality of Work.**—If the minimum requirements of the plans and specifications have been exceeded, without additional cost to the government, the possibility of contribution to the defense effort should be considered.

(c) **Speed of Construction.**—Completion ahead of schedule may indicate that the contractor was highly efficient, when considered in relation to location, site conditions, availability of labor, materials and equipment, and weather. The determining factor is whether the speed was due to efficient management and resulted in lower over-all costs. The possibility of a contribution to the defense effort should be considered on work urgently needed by the government. Delays beyond the control of the contractor do not warrant unfavorable consideration.

(d) **Classification of Construction.**—Construction is classified as simple, semi-complex, or complex. It is stated:

"For a given dollar volume, costs and profits which would be considered reasonable for certain work under certain conditions might be considered quite unreasonable or excessive under other circumstances. Construction work varies widely as to type, complexity, magnitude, contract time, capital and equipment required, hazards or risks involved, and in other respects. Great caution must be exercised, therefore, to avoid undue weight to comparisons between construction cases.

"Comparisons will be valuable, however, in evaluating the statutory factors for like work under the same general conditions. The following table classifies all construction as buildings, utilities or heavy construction. Each of these classes is divided according to complexity, with examples given where applicable of simple, semi-complex and complex structures or improvements."

**Amount and Type of Work Subcontracted; Method of Price Determination for Subcontracts, and Other Facts** are also discussed at length. Recognition is given to the fact that the construction contractor will seldom have the opportunities, as might a manufacturer, by subcontracting to avoid the use of critical materials for plant expansion and to devote his existing facilities to more suitable uses by

bringing into the defense effort the facilities of a subcontractor.

#### Part V: Statutory Factors

Part V of the guide discusses general principles relating to the application and evaluation of the statutory factors upon which the determination of the existence or amount of excessive profits is based. The final determination is controlled by the statutory factors considered in relation to the facts discussed in Part IV of the guide. The following are set forth:

**Separate Consideration of Contracts.**—"In dealing with construction cases, it is not only necessary to consider separately different types of contracts but it is necessary to get the facts of different construction projects separately because each project is a 'custom job'." Generally, renegotiation will be on an over-all basis, except in cases where the contractor and the board agree on renegotiation of contracts separately. Facts to be considered include method of accounting employed by contractor in previous years and over-all evaluation of risk.

**Comparisons.**—It is warned that in construction cases the significance of the differences between any two construction jobs or cases should be carefully weighed before drawing conclusions based on comparisons.

**Efficiency of Contractor.**—Efficiency is measured by speed of construction, quality of construction, reduction of costs and economy in the use of materials, equipment and manpower. These factors have been more fully set forth under Part IV.

**Reasonableness of Costs and Profits.**—This statutory factor merits special attention on the part of general contractors. Several approaches are discussed, with favorable consideration given to the contractor's ingenuity and effectiveness in reducing costs. Comparisons will be made, if comparable information is available, as to costs and profits in previous years with the year under consideration. Also, contract prices will be compared with awards for like work and with other bids on the same project, and, lastly, with other contracts of similar magnitude, type, complexity, and location under similar conditions. A form to be used for making the comparison is set forth in the Guide. This takes into consideration variations in labor, materials, and other costs, such as general and administrative; likewise, where the volume of work sub-

stantially differs from prior years. A further approach is the consideration of the normal earnings and profits of the contractor for the four years prior to the year under review. Any change in the type of construction, or area of operation, regarded as significant should be noted. Other facts to be considered include increases in volume of earnings resulting in a lower margin of profit, supply and subcontracting practices, and the use of labor-saving equipment resulting in decreased costs. Cost for the use of equipment is also considered, as well as accelerated depreciation.

**Capital Employed.**—This statutory factor is discussed at length in Part IV of the guide, where it is set forth that, except for contractors owning a considerable amount of heavy equipment, relatively small invested capital is required in the construction industry. The various sources of the capital employed are also discussed.

**Extent of Risk Assumed.**—With respect to this statutory factor, it is noted that the evaluation of the risk factor is especially important in construction cases. It is pointed out that this is true in fixed-price contracts, competitive bid fixed-price contracts, and cost-plus-fixed-fee contracts. With respect to fixed-price contracts, it is necessary to analyze the relation of price to particular hazards involved. An example of such a hazard is stated to be unanticipated subsurface conditions or unfavorable weather. These particular hazards ordinarily entail increased costs, thus consuming a certain portion of the margin for profit. With respect to the competitive bid fixed-price contracts, these are to be compared with other bids received, thus indicating risk. The example sets forth that, where there is a considerable difference between the contractor's bid and other bids, a degree of risk is indicated. With respect to cost-plus-fixed-fee contracts, an appraisal is made of the risks due to inadequacy of the estimate, uncontrollable delays, and nonreimbursable costs. The example refers to nonreimbursable home office expense, supervisory personnel salaries, financing costs, etc. Common to all the foregoing types of contracts are risks, such as liquidated damages, lack of escalator clauses, and changes in contract terms, which should be considered. Also to be weighed is any risk indicated by losses incurred by the contractor in performing similar contracts in other years.

**Contribution to the Defense Effort.**—Here it is pointed out that construction affords very little opportunity for inventive and developmental contribution in comparison with other types of renegotiable business. Consideration is to be given to the contractor's cooperation in completing high-priority and urgently needed work ahead of contract requirements, at no additional cost to the government. Also, the acceptance and performance of extremely undesirable work may warrant favorable consideration.

**Character of the Business.**—This statutory factor is set forth at some length in Part IV. This pertains largely to the relative complexity of the work and the degree of ingenuity required of the contractor, which will determine the degree of favorable consideration to be accorded.

**Determination of Excessive Profits.**—The foregoing statutory factors determine the existence or amount of excessive profits. In this connection, every fact relating to the determination of excessive profits will require analysis and serious consideration. A hypothetical example is set forth as a possible approach to the conclusions to be stated in arriving at a determination. This example should be studied by all general contractors subject to the Renegotiation Act of 1951.

## Conclusion

The members of the committee and the Renegotiation Board's representatives who participated in the preparation of the guide are to be commended for clarifying the renegotiation aspects of the many problems encountered by general contractors in the course of their operations. The educational approach overcomes the handicap, which continually arises to plague general contractors, of having their cases reviewed by personnel that know very little about the peculiarities of the construction industry. Likewise, the spelling out of the facts necessary to be assembled and the evaluation to be placed on each factor should materially assist both the renegotiation personnel and the general contractor.

The Associated General Contractors of America has long advocated the educational approach, as well as the recognition of the risks that normally beset general contractors in the course of their operations. Your association representatives are, however, not in accord with the approach to the de-

termination of what constitutes a fair, normal profit and what constitutes excessive profits. This is not a criticism of the committee or the Renegotiation Board's representatives charged with the preparation of the guide, as the approach used had already been adopted as a matter of policy by the board. Confronted with the board's refusal to exempt competitive bid contracts, your association representatives recommended in their many conferences that in the determination of a fair profit a figure of approximately 12%

should be used as a base; further, that the factors set out in the Renegotiation Act and the guide should be applied to ascertain whether a higher percentage rate should be used. It was also recommended that cost-plus-fixed-fee contracts should be exempted from renegotiation, as it is apparent that the amount of the fee received is not commensurate with the services. To date, these proposals have met with refusal, but the abnormal risks assumed by general contractors warrant their adoption.

## Renegotiation Procedure For Construction

» THE RENEGOTIATION procedure for contractors is as follows. All contractors holding contracts or subcontracts with defense agencies that are renegotiable under the terms of the Renegotiation Act of 1951 must file a preliminary financial report—RB Form 1—with the Renegotiation Board, Washington 25, D. C., on or before the first day of the fourth calendar month following the close of the fiscal year (same as tax year).

Those contractors whose receipts from renegotiable contracts or subcontracts total \$250,000 or over within the fiscal year, must in addition, file a second report—RB Form 1B—in greater detail than the first report, giving full financial particulars of the contracts or subcontracts involved. It is also due by the first day of the fourth calendar month after the end of the fiscal year.

Contractors whose receipts within the fiscal year from renegotiable contracts or subcontracts are under \$250,000, do not file the second report. A joint venture follows the same procedure.

Where the receipts from renegotiable contracts or subcontracts are under \$250,000 a contractor will not be renegotiated and he will not be notified that he is not to be renegotiated. In cases where the renegotiable receipts are over \$250,000 and the board decides that the profits for the fiscal year have not been excessive, the contractor will not be renegotiated. He will be so notified by the board as soon as possible. His case will not be assigned to a regional board.

If in the judgment of the board a contractor has realized excessive profits from renegotiable receipts of over \$250,000, his case will be assigned to a regional board. The regional board will then send the con-

tractor a formal notice of commencement of renegotiation via registered letter.

This notice must be sent to the contractor within one year after the top board has received the contractor's reports, as provided by a statute of limitations. The contractor's case must be settled within two years after the commencement of renegotiation.

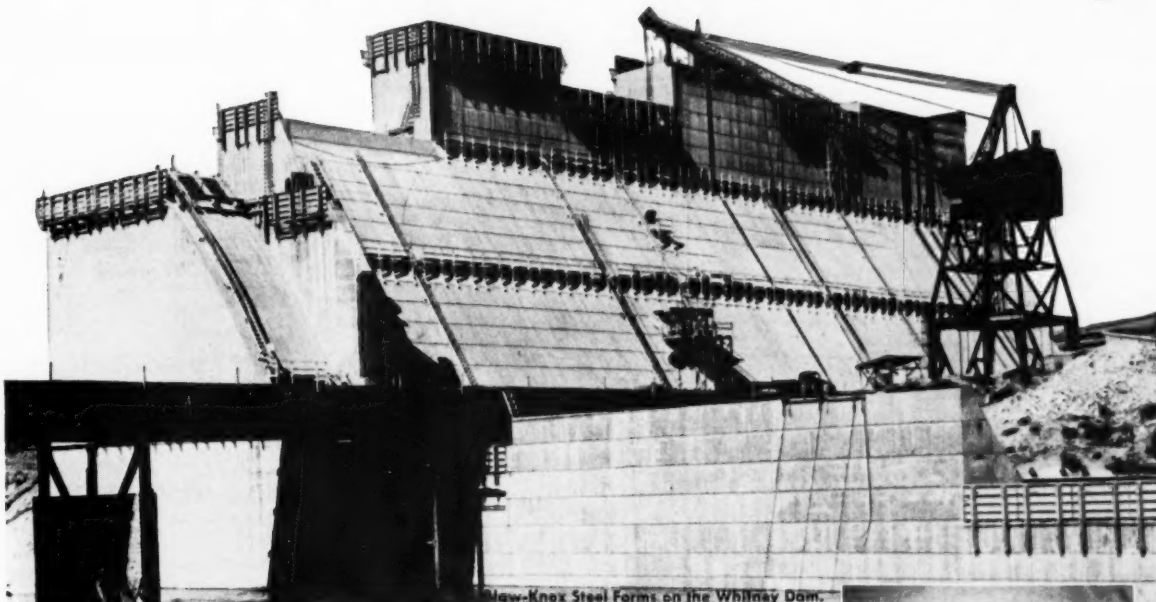
Where the profit for a fiscal year from renegotiable receipts is \$400,000 or less, determination of the case is made by the regional board. If the contractor consents to the regional board's findings, his case may not be re-opened by the top board. In cases where the contractor does not agree with the regional board's order, it does not become final for 90 days, during which time the contractor may ask the top board to review his case. If still not satisfied after a review by the top board or if the top board declines to review, the contractor may then at the expiration of the 90-day period appeal to the Tax Court.

In cases where the profit for a fiscal year from renegotiable receipts is over \$400,000, the regional board makes a recommendation to the top board which then makes the final determination. Again, however, the contractor may appeal to the Tax Court.

A spokesman for the board said construction cases will be processed as rapidly as possible, with the speed of handling depending on the complexity of a case, the completeness of a contractor's report, and whether it is necessary to obtain added information or hold extra conferences with the contractor. Renegotiation, he said, will be mainly an informal procedure with the contractor receiving as full a hearing as is necessary.

It was impossible to tell, the  
(Continued on page 37)

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Blaw-Knox Steel Forms on the Whitney Dam.

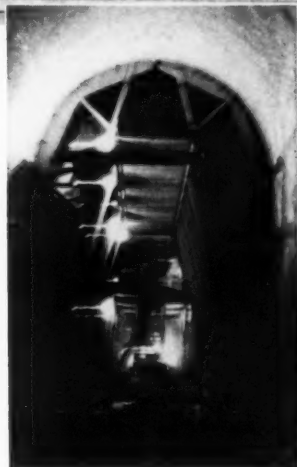
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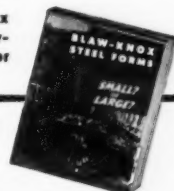
On your next engineered construction job, consult Blaw-Knox *first*, for recommendations and estimates before submitting your bids. There's no obligation for the expert Blaw-Knox Consultation Service that assures faster, less expensive concrete placing. Write, wire or phone for information.



SPECIAL TRAVELING STEEL FORMS were used to speed a tough tunnelling problem in treacherous rock. In a 7200-ft. railroad relocation bore, a reinforced concrete lining was placed at a rate of 150-ft. a week. It required only 6 to 8 hours to move the retractable steel forms. This is a typical example of Blaw-Knox forms designed to meet unusual conditions.

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# THE MARTIN R4TL ALLOY STEEL TRAILER

Built throughout of high strength alloy steel, combining light weight with great strength.



• Legal axle load is maintained

• Weight is less than 8000 pounds

• 27 ton capacity

• Low operating and maintenance costs



## THESE WEIGHTS TELL THE STORY

Here are the actual recorded axle weights, under job conditions, of an R4TL alloy steel trailer, loaded with a mud-laden Caterpillar D8 Tractor equipped with Dozer, Cable Control and Canopy.

Axle	Weight in Pounds
Front.....	4920
Truck Tandem.....	31320
Trailer Tandem.....	31820
D8 Tractor.....	51640
Truck.....	8640

The Martin Alloy-Steel Trailer is primarily designed to haul equipment up to the Caterpillar D8 weight class and still remain within legal axle load limits in most states.

Fabricated throughout with high strength alloy steel, this trailer can be built lighter without sacrificing strength for handling capacity payloads.

Proper weight distribution lowers required pulling effort — reduces tire and brake wear — lessens fuel consumption — thus lowering operating and maintenance costs.

The alloy steel R4TL trailer is a standard model in the MARTIN line and is available at no increase in cost over the regular R4TL.

Your Martin-Caterpillar Dealer can give you more profitable details — see him and start saving on hauling costs with a Martin!

# MARTIN

*Trailer*

KEWANEE  
ILLINOIS

spokesman declared, whether any construction cases have been processed yet or how many are pending.

Construction renegotiation cases will be handled at three regional boards only. They are: New York Regional Renegotiation Board, 70 East 10th St., N. Y. 4, N. Y.; Chicago Regional Renegotiation Board, U. S. Court House, 219 South Clark St., Chicago 4, Ill., and Los Angeles Regional Renegotiation Board, 5504 Hollywood Boulevard, Los Angeles 28, Calif.

Members of the three regional boards, all of whom will work on construction renegotiation cases, and their former affiliations, are: New York—Chairman (acting), James J. Maloney, deputy director, Office of Accounting, Renegotiation Board, Washington, D. C., and chief of the investigative staff of the House Appropriations Committee; John W. Flynn, assistant treasurer, Bankers Commercial Corp., Chicago, 1930-1943, and financial analyst, Army Price Adjustment Board; Harrison Lillibridge, member of the Navy Renegotiation Division of Armed Services Renegotiation Board; C. H. P. Yallalee, assistant to vice president, Congoleum-Nairn, Inc., Kearny, N. J., 1943-1951, and account supervisor for a New York City brokerage firm; H. Massie Smoot, New York financial consultant and assistant treasurer, Bank of New York.

Chicago—Chairman, Monroe F. Cockrell, vice president, Continental Illinois National Bank and Trust Co., Chicago; Capt. E. L. Johnson, USNR (Ret.), insurance broker, advisor, auditor and business consultant of Chicago; Stuart C. Ross, chief accountant Associated Gas and Electric Co., N. Y., 1940-1946; Charles Ward Dodd, vice president, Upper Avenue National Bank, Chicago, and director of finance department, McLain Distributing Co., Charlotte, N. C.; George M. Webster, director, Division of Renegotiating, Chicago regional board.

Los Angeles—Chairman, Hayward C. Thomas, investment banker, president, Alumalux Co., Glendale, 1947-1950, and executive head, Clarke Aero-Hydraulics, Inc., Pasadena; John A. Rice, administered renegotiation and purchase policy procedures, U. S. Army, Ordnance Corps, 1940-1946; Frank B. Badgely, security advisor, Dean Witter & Co., Pasadena; Robert M. Modisette, chief of subcontracting, Consolidated Vultee Aircraft Corp., San Diego. A fifth member will be appointed.

## A.F.L. Building Trades Union Men New Heads of Labor Department

- Durkin to Act as "Representative of Public"
- Under Secretary Mashburn Was California Official

» MEMBERS of building trades unions in the American Federation of Labor have been appointed Secretary and Under Secretary of Labor.

Secretary of Labor is Martin P. Durkin, former president of the United Association of Journeymen and Apprentices of the Plumbing and Pipe



Chase

Martin P. Durkin



Wide World

Lloyd A. Mashburn

Fitting Industry of the United States and Canada.

Under Secretary of Labor is Lloyd A. Mashburn, former state Commissioner of Labor for California, and a member of the Wood, Wire and Metal Lathers' International Union.

By press time, appointments had not yet been made for the offices of four assistant secretaries (one of which had not been filled previously) and of solicitor.

President Walter P. Reuther of the CIO had made a strong presentation to Secretary Durkin that a CIO representative should be appointed in the department if the man were to be in a policy making position.

### Labor-Management Unity

Shortly after the President announced his intention to appoint Mr. Durkin, the new Secretary said that he hoped to bring about labor-management unity. His three main objectives will be:

- To strengthen the Department of Labor and to make it of greater service to the nation's workers.
- To improve labor management relations by every available means so that production losses through disputes resulting from strikes can be reduced.
- To seek agreement on changes in the present labor-management laws which will be acceptable to both labor

and management and which will protect the public interest.

Immediately after the President-elect had announced that he would appoint Mr. Durkin, Senator Robert A. Taft called it "incredible" to appoint a man who had supported the Democratic nominees and had been for repeal of the Taft-Hartley Act.

When questioned by the Senate Labor Committee prior to his confirmation for the post, Secretary Durkin stated he would consider himself a representative of the public in his new post.

### Labor Background

The new Secretary has a labor background. He was born in Chicago in 1894, the son of a stationary engineer and a union man. He was the oldest of eight children and went to work after the eighth grade to help support the family after the death of his father. He started to work as a steamfitter's helper in 1911. He studied mechanical drawing at night and got his journeyman's card in 1917 before going into the Army.

Returning from overseas he went back to work as a steamfitter and in 1921 was elected business agent of his local union. By 1933 he had built the local into the biggest in the union, with a membership of more than 5,000, when he was appointed head of the Illinois Department of Labor. In 1927 he had become vice president of the Chicago Building Trades Council.

With the Illinois Department of Labor he built a reputation as an administrator. After leaving the department he became secretary-treasurer of the international union in 1941, and president in 1943.

He is quiet-spoken, a devout Catholic, calm, and a hard worker.

### Under Secretary

Mr. Mashburn was picked by Mr. Durkin for the post of Under Secretary. Before becoming Labor Commissioner for California, Mr. Mashburn had been secretary-treasurer of the Los Angeles Building & Construction Trades Council and secretary of the Southern California Council of Lathers.

## Hearings on Taft-Hartley Law Slated Soon

• Senator Taft Introduces Five Bills Calling for 16 Changes

» EXTENSIVE public hearings leading to possible revision, rather than repeal, of the Labor-Management Relations Act (Taft-Hartley) are scheduled to open soon in Congress.

The House Labor Committee was expected to start hearings on Feb. 10. Chairman Samuel K. McConnell, Jr., (Pa.) stated that the committee was "committed to nothing" in its hearings, but after examining all features of the law it would "work out what, if anything, needs to be done."

The Senate Education and Labor Committee, of which H. Alexander Smith, (N. J.) is chairman, is expected to open hearings about March 1. Both chairmen have voted for the law, but have stated that it might need some revisions.

President Eisenhower and Secretary of Labor Durkin are on record that some amendments to the act are desirable, and that the views of the public, labor and industry should be sought.

Mr. McConnell said the House committee would go through the law in a

"title by title basis" with the first witnesses on each title being Congressmen who have introduced amendments. They will be followed by government officials most directly concerned with administration of the law as well as representatives of the Departments of Labor, Defense and Commerce. Final witnesses will be from labor, industry and the public.

Senator Taft was selected as chairman of a subcommittee to hold hearings on various amendments.

### Building Trades Amendment

Senator Robert A. Taft on January 26 introduced five bills which would make 16 changes, mostly technical, in the law. These will be before the Senate committee when it starts hearings.

One of the bills, S. 656, would amend the law with respect to the building and construction industry by permitting collective bargaining agreements prior to the hiring of employees, and permitting union security agree-

ments without holding any elections.

This bill is similar to, but not identical to, S. 1973 which was passed by the Senate last session but not acted upon by the House. In S. 656 Senator Taft continued a provision which would permit union security agreements regardless of state laws. This provision, inserted by the committee last year, aroused objections from the states having laws prohibiting such agreements.

In other bills, Senator Taft offered amendments to require employers to sign non-communist affidavits; to separate the judicial functions of the National Labor Relations Board and the prosecuting functions of the general counsel by having the general counsel report directly to the President; and to enlarge the NLRB from five to seven members in order to speed up its work.

A special bill drafted by the American Bar Association was introduced by Senator Taft to reorganize the board's procedure in handling cases, and to create a 12-man advisory committee on procedural practices. Members representing labor and management would be named by the Supreme Court.

## New Cost of Living Index Due This Month

• Old Series to Be Run 6 Months Along with Revised Index

» THE CONSUMER'S Price Index, the government's official cost-of-living index, will be issued in "revised" form in 1953. The change from previous indexes raises problems for labor-management groups using it for collective bargaining purposes.

The latter part of February the Bureau of Labor Statistics will issue the "revised" index for January, and will subsequently publish the "revised" figure. For the past three years the bureau has been engaged in a comprehensive revision of the index.

The "revised" index will look quite different from the present two indexes because it will be on the basis of 1947-1949 = 100, instead of on the basis of 1935-39 = 100.

Since January 1950 the BLS has issued two Consumer Price Indexes. One is the "interim adjusted" index, which includes certain improvements in pricing and weighting made in 1950 in advance of the present general revision. The other is the "old series," continued without the improvements.

The original intention of the bureau

was to complete the two older indexes through December 1952, to issue calculations converting the "revised index" back to 1913 so that there could be a continuity of figures, and discontinue the previous indexes.

### Problem to White House

Because of the many problems which might arise over discontinuance of the old indexes, the chairmen of the Senate and House Labor committees urged temporary continuation of the old series until bargaining groups could make adjustment. On January 30 the White House announced:

"On a basis of study of these requests, President Eisenhower has asked the Bureau of Labor Statistics to resume as quickly as possible the compilation and publication of the 'old series' index through June 30 of this year.

"The 'revised' index will be the official index of the government for public policy purposes. The 'old series' index which has become obsolete in recent years will be issued solely for the

purpose of needs of certain labor unions and business concerns which have contracts based on it."

### Improvements in Index

Aside from the change in the base years, the "revised" index will include prices of about 300 items, compared to 200 and 225 for the previous indexes. For the first time the index will include direct measures of the effect of price changes on costs of home ownership and maintenance. The "weight" assigned to items will be based on facts concerning family expenditures of wage earners and clerical workers found in a survey on consumer expenditures conducted by the bureau.

Another change is that the list of cities in which prices for the new national index will be collected will be representative of all urban places, ranging in size from New York City to towns of 2,500 population.

The bureau is issuing tables and formulae for the conversion of the older indexes to the new index. When converted, the "revised" index for October 1952, for example, is 114.2. Using the 1935-39 base of the older indexes, the figure is 190.



# Side-Step Trouble

with these three "NO'S" in  
BARNES "33,000 for 1" PUMPS



## NO SOFT SPOTS TO WEAR ON WATER SEAL

The two wearing parts on the Barnes Super Seal are hardened steel. You have steel on steel. There are no soft spots to wear. Since the grease seal is automatically lubricated, pump can be run dry without damage to either pump or seal.



## NO RE-CIRCULATING CHAMBER TO CLOG

Barnes "33,000 for 1" Pumps do not have either a re-circulating chamber or port. Cement-water, stones, twigs, leaves and such will not clog the pump.



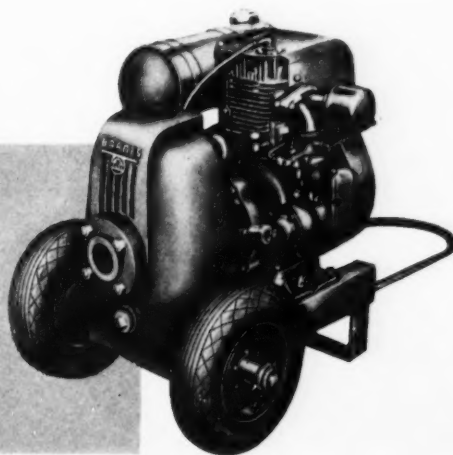
## NO COSTLY REPAIRS TO KEEP PUMP VOLUME UP

Simple impeller adjustment takes up wear of impeller. It is simple and inexpensive to restore pump to its original capacity and performance of high vacuum readings of 25" of mercury and 27 to 28 foot-lift of water.

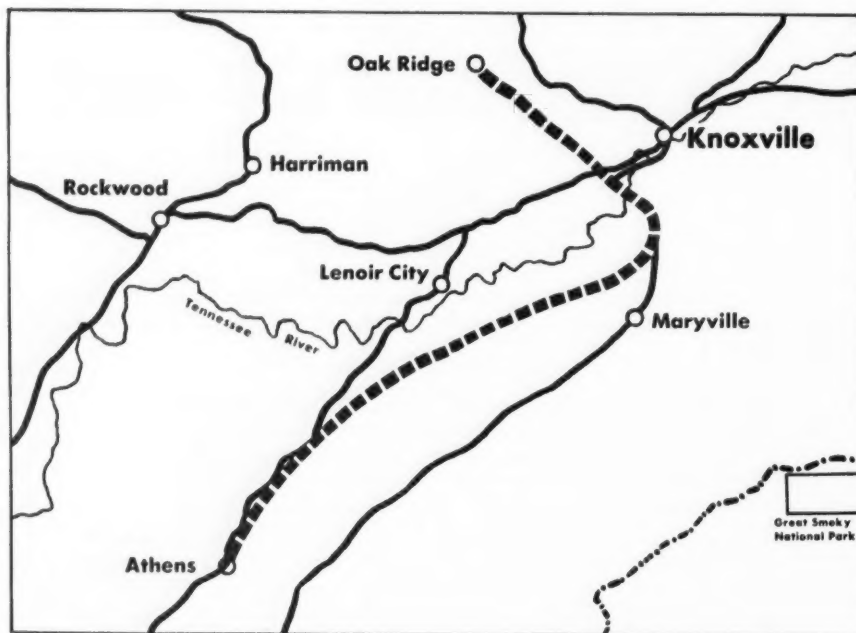


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## CATERPILLAR



This shows the section of Tennessee covered by Oman Construction Co.'s contract. The mainline loop is about 175 miles in length.

## Oman lays 8,000 feet of pipe a day on Tennessee Natural Gas Co. line

Oman Construction Co. of Nashville has the contract for 175 miles of mainline and 75 miles of laterals on the Oak Ridge-Knoxville-Athens section of the new Tennessee gas line. Most of the line is in 16-inch pipe with smaller amounts of 12-inch and some 22-inch pipe.

This Link-Belt Speeder backhoe, powered by a Cat D818 Engine, widens the trench near a road crossing on the new pipeline.



The terrain covered is rugged and hilly, here at the "Gateway to the Smokies," and it includes a crossing of the Tennessee River near Knoxville.

This is strictly a Caterpillar spread. Pioneering on the 50-foot right of way is done by three Caterpillar D8 Tractors with No. 8S Dozers. A Cleveland 320 ditcher, powered by a Cat D8800 Engine, follows them, and Link-Belt and Lorain backhoes, all equipped with Caterpillar power, do the widening at road crossings and sidebends. When solid rock is encountered, the drill power for blasting is furnished by a Gardner-Denver 500-foot compressor, driven by a Cat D13000 Engine.

In the stringing, bending and welding operations, pipe is handled by D7 Tractors with Pipe Layers. And D8s



▲ Caterpillar Diesel Tractors with Pipe Layers push pipe into the Tennessee River near Knoxville. Crossing is 1,000 ft. wide, 30 ft. deep.

with Pipe Layers do the cradling for doping and wrapping operations, as well as lowering pipe into the ditch. Two D8s with Dozers, a No. 6 Shovel and a No. 12 Motor Grader backfill the trenches and level and grade the right of way.

There is good evidence that standardization on Caterpillar equipment has helped this job go smoothly and fast. All the engines use low-cost No. 2 furnace fuel, and all the machines are built to take the beating of day-in-day-out work. Service and parts replacement are in the hands of a single, responsible dealer, who knows how to prevent costly delays. Mr. R. H.

Richardson, General Superintendent, says:

"In my 25 years of pipelining, this is the first time that I've had 100% Caterpillar Diesel Tractors. That fact alone makes this job the best one I've ever worked on. The country can't get too rough for Cat equipment. We've had very little down-time. Right now we're getting 8,000 feet a day!"

Your Caterpillar Dealer stands ready to give you a demonstration on any type of Caterpillar equipment you want. And he backs it with genuine Caterpillar parts — the one kind that can give you genuine Caterpillar service.



▲ A Caterpillar No. 6 Shovel is used for backfilling trench and leveling right of way.

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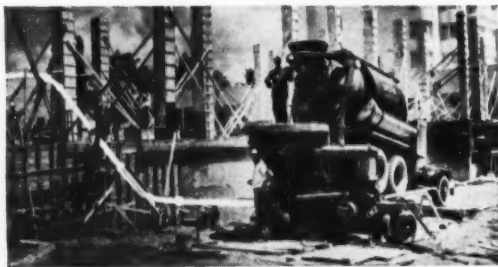
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**CONSTRUCTION MACHINERY**

» **THE OUTGOING** Administration's \$78.6 billion budget for fiscal year 1954 beginning this July 1 contains approximately \$6.9 billion for all federal construction, of which about 62% is recommended for civil public works and the remainder for defense activities.

President Truman's construction budget is some \$800 million more than his revised estimates of spending for the current fiscal year, due principally to anticipated expansion of atomic energy and Air Force work.

Actual federal construction expenditures for the current fiscal year will fall behind original budget estimates by more than \$1 billion, according to the new budget, because of the lag in defense work. A comparison of the original fiscal 1953 budget, the revised estimates, and proposals for fiscal 1954 in billions of dollars, follows:

	1953 (Original)	1953 (Revised)	1954
Civil works .....	3.7	3.7	4.2
Defense work ...	3.6	2.4	2.7
Total .....	7.3	6.1	6.9

The total budget is \$6.8 billion less than the President proposed last January for the current fiscal year, but is \$4 billion more than the revised estimate of spending for fiscal 1953 ending June 30 which was down due to a lag in defense build-up and appropriation cuts.

Of the \$78.6 billion total, 76% is slated for what the President called "major national security programs,"

## Truman Budget Asks \$6.9 Billion Federal Construction Spending

- Few New Projects Listed in Fiscal 1954 Program
- Work Falling \$1 Billion Behind 1953 Estimates

including foreign aid; 12% is for domestic programs, and the remainder for veterans' benefits and services and for interest.

### Few New Projects

Only \$214 million, or less than 5 per cent of the total recommended 1954 civil works expenditures, is listed for new projects, with the great bulk going to completion of projects begun in prior years.

The new projects, which would require about \$900 million more for completion after fiscal 1954, based on current costs, are as follows:

- Programs to meet increasing electric power needs, including Ice Harbor lock and dam on the Snake River and additions to power facilities of three reclamation projects in the Northwest; and the construction of a steam plant by the Tennessee Valley Authority and new units in its Kingston and John Sevier steam plants.

- Six flood control projects: Toronto reservoir in Kansas, and local protection works at Wheeling-Benwood on the Ohio, Lake Pontchartrain in Louisiana, Sny Basin in Illinois, the Little Missouri River in Arkansas, and Cape Girardeau on the Mississippi River

in Missouri. Funds also are asked for starting upstream flood prevention work in seven new watersheds.

- Navigation: Five projects to expedite traffic for defense purposes, including the deep draft channel and harbor work at Redwood City, Calif.; Portland, Maine; the New York and New Jersey channels; the Duluth-Superior harbor; the "urgently needed" Warrior lock and dam in Alabama; and extension of the Galveston (Texas) seawall.

- Housing: A new authorization of \$100 million is recommended under proposed legislation for defense housing, of which \$50 million is estimated for expenditure in 1954.

- Other new funds are asked for some federal research facilities, and for grant and loan commitments for highways, airports, hospitals, medical research facilities, and public works in Alaska, most of which would be spent in succeeding years.

### Defense and Military Construction

The big \$2.7 billion outlay estimated for defense and military construction reflects a lag of over \$1 billion in these types from original estimates made for this fiscal year, resulting in a flattening out of the volume of work over 1953 and 1954.

Ninety-five per cent of the \$2.7 billion is for direct military construction at home and abroad, including training and testing facilities, warehouses, new bases, troop housing, and the Navy's aqueduct enlarging project at San Diego.

The remainder is recommended for facilities of the National Advisory Committee for Aeronautics, modification of synthetic rubber plants to increase efficiency; and additional tank capacity of 340,000 barrels and 4.5 million square feet of covered warehouse space for stockpiling of strategic and critical materials.

This budget figure does not take into account the large volume of private construction initiated by the military procurement program, nor does it include military construction under NATO and foreign aid.

(Continued on page 44)



Mr. Dodge

THE NEW Administration's economy policy and the balance-budget-cut-taxes philosophy of the 83rd Congressional leaders make cuts in some parts of the outgoing President's recommended budget a foregone conclusion.

The time that will be necessary for new appointees to familiarize themselves with agency operations and a close scrutiny of appropriation bills by Congress may result in delays in passing some money measures.

Budget reviews now are under way, concentrating on selected items in each agency, which are expected to be submitted to Congress piecemeal.

Budget Bureau Director Joseph M. Dodge pointed out that a change-over in administration for the first time in 20 years will require a reconsideration of prevailing policies implemented through budgetary action, that the budget is the result of six or more months of work in the many agencies and departments, that Congress probably will act on appropriations before the new appointees can have final views on the entire budget, and that adjustments in fiscal year 1954 appropriations will not automatically have equal effect on expenditures in that year because of previous authorizations.

"There is no qualification by the Eisenhower Administration in its objective or its determination to proceed, with the cooperation of the Congress, to the achievement of a balanced budget," Mr. Dodge declared.

**Truman's Federal Construction Budget**

**Civil Works—Primarily Heavy-Railroad**

AGENCY OR FUNCTION	EXPENDITURES	
	Fiscal 1953 Estimate	Fiscal 1954 Estimate
Department of Agriculture		
Water conservation and utilization projects.....	\$448,800	\$664,000
Flood prevention*.....	920,000	2,190,000
Department of the Interior		
Water conservation and utility projects.....	10,925	
Southwestern Power Administration.....	4,800,000	4,600,000
Southeastern Power Administration.....	800,000	4,000,000
Bonneville Power Administration.....	54,000,000	56,000,000
Bureau of Reclamation, construction and rehabilitation*.....	187,390,000	183,972,000
Rehabilitation of Alaska Railroad*.....	4,600,000	14,592,000
Tennessee Valley Authority, public works*.....	272,817,000	301,228,000
Department of the Army, Corps of Engineers		
Flood-control projects.....	110,457,727	110,740,000
Multiple-purpose projects with power features.....	275,519,322	305,208,000
Flood control, Mississippi River and tributaries.....	44,300,000	45,300,000
Niagara power redevelopment.....	150,000	750,000
Navigation projects.....	51,400,000	41,500,000
Alterations of bridges over navigable waters.....	1,000,000	
Department of State		
International Boundary and Water Commission, U. S. and Mexico, Water resources projects.....	13,765,746	12,550,000
Atomic Energy Commission, production, research, and townsite facilities*.....	1,144,435,000	1,657,287,000
<b>Total, for construction primarily heavy- railroad, net.....</b>	<b>2,166,814,520</b>	<b>2,740,581,000</b>

**Civil Works—Primarily Highway-Airport**

Department of Agriculture, Forest Service		
Forest development roads and trails*.....	\$4,700,000	4,000,000
Roads and trails for States, national-forests fund*.....	5,100,000	5,850,000
Forest roads and trails.....	27,792	
Department of Commerce		
Bureau of Public Roads		
Postwar Federal-aid highways,* grants.....	498,716,000	527,340,000
Prior Federal-aid highways, grants.....	3,692,766	3,211,925
Forest highways.....	25,803,457	23,000,000
Tongass Forest highways, Alaska.....	3,320,574	1,800,000
Public lands highways.....	1,014,397	1,750,000
Access roads.....	25,880,432	19,000,000
War and emergency damage, Hawaii, grant.....	1,970,951	1,000,000
Inter-American Highway and Rama Road**.....	3,300,000	5,500,000
Other.....	230,067	
Civil Aeronautics Administration		
Establishment of air-navigation facilities.....	17,400,000	23,241,499
Construction, Washington airports.....	201,688	1,855,000
Federal-aid airport program, grants*.....	33,000,000	32,005,000
Construction of public airports, Alaska.....	1,709,000	1,173,055
Department of the Interior		
Office of Territories, Alaska roads.....	17,500,000	19,000,000
Bureau of Land Management, access roads.....	2,300,000	2,400,000
National Park Service, construction*.....	16,064,000	15,500,000
<b>Total, for construction primarily highway and airport.....</b>	<b>661,931,124</b>	<b>687,626,479</b>

(Continued on page 47)

NOTE: Expenditures include liquidation of contract authority.

\* Includes only that part of authorization used for construction.

\*\* Not classified as civil public works, but as "semipublic or international public works."

**Heavy Civil Works**

As usual, the preponderance of the \$4,257 million civil public works program recommended by the President is for heavy construction—amounting to \$2.7 billion in fiscal year 1954. Almost 90% of the entire civil works budget is for development of natural resources and provision of transportation facilities.

Biggest item is the \$1.7 billion Atomic Energy Commission program, classified as primarily heavy construction, but which includes a large amount of building after preliminary stages of new plant development.

The three other agencies handling major heavy programs are the Corps of Engineers, listed at \$503 million, a slight increase; the Tennessee Valley Authority, with \$301 million recommended for expenditure from both appropriations and "corporate income," a 10% increase; and the Bureau of Reclamation, with \$184 million, a slight decrease.

Completion of natural resource development under way or recommended in 1954 "will necessitate a relatively high level of expenditures under this function for several years," the budget noted.

The Corps of Engineers at the end of fiscal year 1952 had under way 137 predominantly flood control projects, 154 predominantly navigation projects, and some multiple purpose projects.

The Bureau of Reclamation's program consists primarily of continuation of construction on 57 irrigation and power projects, including the Eklutna project in Alaska and 18 units of the Missouri Basin program. About three-fourths of the bureau's funds would be spent in the Missouri Basin and on six other projects: Central Valley in California, Columbia Basin in Washington, Palisades in Idaho, Eklutna, Weber Basin in Utah, and Colorado-Big Thompson in Colorado. The three new projects recommended for the bureau are addition of power features to the Minidoka, Provo River and Yakima projects in the Columbia Basin.

**Building Civil Works**

President Truman's budget of \$590 million for projects primarily building shows an 18% decrease from the \$484 million estimate for the current fiscal year, with many building programs scheduled for declines—principally the veterans' and federal-aid



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hospital programs, public health research facilities, school construction and various public buildings outside the District of Columbia.

1954 estimates for veterans' hospitals dropped from \$100 million in 1953 to about \$80 million, and hospital grants under the federal aid program from \$59 million to \$43 million.

As usual, the budget includes the government's low-rent public housing loan program as its biggest building activity, proposing \$258 million for loans next fiscal year to provide for a construction rate of 75,000 units, as compared with the 35,000 units stipulated by Congress this fiscal year. The annual average authorized in the Housing Act of 1949 is 135,000 units a year for six years.

An additional authorization of \$100 million is asked for continuing the defense housing program, with half the amount to be spent in 1954, plus \$19 million from existing funds.

Another big item is \$110 million recommended expenditure on construction of schools in areas crowded by federal activity.

Civil defense was scarcely mentioned in the new budget insofar as public works is concerned, following the Congressional rebuff of last year's Presidential request to initiate a \$1.7 billion protective shelter program. An \$8 million authorization was asked for such facilities, and \$150 million elsewhere for completion of an air-raid warning system in 191 cities.

#### Highway and Airport Construction

Mr. Truman's budget anticipates expenditures on highways and airports at a slightly higher level than in 1953, totaling about \$688 million in fiscal year 1954, the great bulk of which would be federal aid.

With sizable unappropriated authorizations and the new authorization of \$575 million a year for 1954 and 1955 under the Federal-Aid Highway Act of 1952, grants will require substantial expenditures during the next few years, the budget noted. An estimated \$531 million will be spent in 1954 on 5,410 approved projects under the federal-aid primary, secondary, and urban highway systems, including interstate highways.

Other 1954 projects are expected to provide 500 miles of forest highways, construction and improvement of 132 miles of roads and trails in national parks, work on four parkways, construction or improvement of

#### Civil Works—Primarily Building

AGENCY OR FUNCTION	Fiscal 1953 Estimate	Fiscal 1954 Estimate
<b>Veterans Administration</b>		
Hospital and domiciliary facilities.....	\$100,638,297	\$79,889,732
Major alterations, improvements, and repairs.....	1,875,000	3,500,000
Administrative facilities.....	238,634	
Philippines, grants for veterans' hospitals**.....	1,800,000	5,300,000
<b>General Services Administration</b>		
Hospital facilities, District of Columbia*.....	1,000,000	4,090,303
Geophysical Institute, Alaska.....	59,684	
Federal Courts Building, D. C.....	1,500,000	387,588
Renovation, Executive Mansion.....	400,000	80,379
Renovation and improvement of federally owned buildings outside D. C.*.....	6,000,000	6,000,000
General Accounting Office Building, D. C.....	400,000	58,795
U. S. Court House, Nashville, Tenn.....	533,865	
Sites and planning, buildings outside D. C.....	4,000,000	2,500,000
Construction, remodeling, and designing public buildings outside D. C.....	2,000,000	1,000,000
U. S. Post Offices, Chicago Ill.*.....	1,800,000	673,903
Federal Supply and Records Building.....	3,400,000	900,000
Other buildings.....	1,323,646	111,785
<b>Department of State</b>		
Radio facilities*.....	20,200,000	24,000,000
Foreign Service buildings*.....	6,000,000	6,750,000
<b>Federal Security Agency</b>		
Public Health Service		
Grants for hospital construction*.....	58,930,000	43,287,000
Grants for non-public hospitals**.....	60,600,000	44,500,000
Grants for District of Columbia hospitals**.....	3,500,000	5,000,000
Construction of research facilities*.....	14,070,000	6,470,000
Buildings and facilities, Cincinnati, Ohio*.....	1,117,000	145,000
Grants for medical research facilities*.....	2,357,000	500,000
Heart and cancer non-public research*.....	2,200,000	600,000
Saint Elizabeths Hospital.....	1,805,659	4,515,000
Howard University, construction**.....	3,100,000	6,100,000
Office of Education, school construction*.....	138,678,000	110,300,000
<b>Department of Commerce, Bureau of Standards</b>		
Construction of laboratories.....	2,473,315	2,474,300
Coast and Geodetic Survey, observatory.....		410,000
<b>Housing and Home Finance Agency</b>		
Low-rent public housing program, loans*.....	235,323,000	258,125,000
Repayments*.....	200,559,000	269,387,000
Veterans re-use housing,* grants.....	363,000	306,000
Loans to educational institutions, gross**.....	22,000,000	39,900,000
Defense housing*.....	66,240,000	19,250,000
Proposed legislation.....		50,000,000
<b>Federal Civil Defense Administration, Operations*</b>		
Research facility.....		375,000
Protective facilities, grants.....		100,000
<b>Department of Agriculture</b>		
Commodity Credit Corp., Storage facilities*.....	3,335,000	1,482,000
Agricultural Research Administration, Foot-and-mouth disease laboratory and other research facilities*.....	1,757,125	8,699,698
<b>Department of Interior</b>		
Bureau of Mines, construction, laboratories.....	3,505,000	2,600,000
Geological Survey, Denver Federal Center*.....	900,000	497,000
Administration of Territories,* Public buildings in Samoa, grants.....	350,000	487,000
Trust Territory of the Pacific Islands,* Public buildings, grants.....		3,825,000
<b>Post Office Department</b>		
Mail equipment shops.....		450,000
<b>Legislative Branch, Architect of the Capitol</b>		
Changes and improvements, Capitol power plant.....	7,432,639	4,691,790
Senate Office Building.....	764,763	777,800
Capitol Building, planning and construction.....	64,858	25,000
Loan to United Nations, gross.....	3,400,000	

(Continued on page 48)

\* Deduct.

\* Includes only that part of authorization used for construction.

\*\* Not classified as civil public works, but as "semipublic or international public works."



# NATIONAL BUDGET

## Building—Cont'd.

AGENCY OR FUNCTION	Fiscal 1953 Estimate	Fiscal 1954 Estimate
Department of Justice		
Federal prison facilities	2,737,132	1,812,000
Immigration and Naturalization Service, construction of temporary detention camps*	431,000	20,000
Federal Bureau of Investigation, academy*	145,000	412,000
<b>Total, for construction primarily building</b>	<b>590,189,617</b>	<b>483,992,075</b>

## Miscellaneous Civil Public Works

Department of the Army, Civil Functions		
Quartermaster Corps, cemeteries*	\$320,000	\$285,000
Canal Zone government outlay, streets, sewers, and grading for houses	6,559,000	4,000,000
Memorial to Major General Goethals	155,890	
Panama Canal Company, construction*	10,125,000	9,050,000
Federal Security Agency		
Grants, defense community facilities	2,000,000	3,000,000
Housing and Home Finance Agency		
Defense community facilities,* loans	1,729,000	1,681,000
Defense community facilities,* grants	8,158,000	7,969,000
Advance planning of non-Federal public works,* loans	3,200,000	1,572,000
General Services Administration, community facilities, defense public works	1,000,000	272,788
Reconstruction Finance Corporation		
Provision of community facilities, loans	16,000,000	35,000,000
Repayments	*2,500,000	3,200,000
Department of the Interior		
Virgin Islands public works, grants <sup>1</sup>	3,467,000	1,500,000
Alaska public works, grants and loans <sup>1</sup>	10,183,000	16,000,000
Bureau of Indian Affairs, construction	21,880,000	21,000,000
Fish and Wildlife Service, construction	1,520,000	1,350,000
Department of Agriculture		
Forest Service		
Protection and management construction*	1,850,000	1,900,000
Smoke jumper facilities	300,000	360,000
Rural Electrification Adm., loans, gross**	225,000,000	230,000,000
Department of State		
Restoration of salmon runs, Fraser River system	100,484	
Treasury Department, Coast Guard Construction*	10,176,000	9,817,000
American Battle Monuments Commission	4,200,000	4,000,000
<b>Total, miscellaneous public works, net</b>	<b>325,423,374</b>	<b>345,556,788</b>

## Military and Defense Construction

Military public works, Department of Defense <sup>2</sup>		
Department of the Air Force	\$1,200,000,000	\$1,450,000,000
Department of the Army	568,000,000	632,000,000
Department of the Navy	507,000,000	486,000,000
Defense construction		
National Advisory Committee for Aeronautics, construction and equipment	26,000,000	40,000,000
Reconstruction Finance Corp.,* synthetic rubber plant alterations	36,000,000	30,000,000
General Services Administration		
Strategic materials,* storage facilities	10,000,000	22,000,000
National industrial reserve*	3,000,000	( <sup>3</sup> )
<b>Total, military and defense construction</b>	<b>2,350,000,000</b>	<b>2,660,000,000</b>
<b>Total, all federal construction</b>	<b>6,094,358,635</b>	<b>6,917,756,342</b>

\* Deduct.

\* Includes only that part of authorization used for construction.

\*\* Not classified as civil public works, but as "semipublic or international public works."

<sup>1</sup> Constructed by the federal government.

<sup>2</sup> Does not include military construction under NATO and the mutual security program.

<sup>3</sup> Less than \$500,000.

382 miles of Alaska roads, and other roads in national forests, Indian territories and public domain lands.

For federal-aid airports, \$32 million is estimated for grants, a slight decrease from this fiscal year.

## Other Public Works

Miscellaneous public works programs listed include \$35 million for community facility loans by the Reconstruction Finance Corporation, \$21 million for the Bureau of Indian Affairs, \$16 million for Alaska public works, and other programs costing less than \$10 million each.

Mr. Truman again listed a category, "international public works and semipublic works," separately from civil public works, estimated to cost \$337 million next year. Biggest items are \$230 million in loans for the Rural Electrification Administration, \$44.5 million for nonpublic hospital grants, and \$40 million for HHFA loans to educational institutions.

## Backlog of Civil Projects

The budget lists \$16.6 billion of construction authorized, either by general or specific legislation, that may be undertaken after fiscal 1954 if funds are provided. Three-fourths of this work is in river basin programs of the Corps of Engineers, Bureau of Reclamation, and TVA.

Of these projects, the Engineers have \$2 billion already planned and plans in various stages of completion for another \$2.9 billion; Reclamation has \$254 million in completed plans and another \$938 million in process; TVA has \$220 million in process; and the AEC has \$3.4 billion in process of planning, but no reserve.

Here is the reserve of authorized programs after fiscal 1954:

AGENCY	TOTAL COST (BILLIONS)
Corps of Engineers	\$8.0
Bureau of Reclamation	3.3
Forest Service	1.5
Tennessee Valley Authority	1.1
Atomic Energy Commission	.6
Public Buildings Service	.4
Other agencies	1.7
<b>Total</b>	<b>\$16.6</b>

In addition, state and local authorities and cooperatives receiving federal grants and loans have completed plans for \$3.5 billion in projects, and another \$4.3 billion in preparation, the budget stated.



# JOPPA JOB REPORT



JOPPA, ILLINOIS, PROJECT  
OF ELECTRIC ENERGY, INC.  
TO SUPPLY POWER FOR  
ATOMIC ENERGY COM-  
MISSION PLANT, PADUCAH



## 18 LORAINS HELP BUILD NEW 1,300,000 K. W. \$56,000,000 POWER PLANT

MAXON CONSTRUCTION CO., Dayton, Ohio, has purchased 40 Lorains. Here, two Lorain Cranes, Model 820-J, are on the Joppa job — erecting steel and concrete forms, placing concrete for water intake and exhaust structures.



EBASCO SERVICES, Inc., New York City, prime contractors on the huge Joppa project, use two Lorain Cranes, Model 820-J, to erect one of the many structures. Ebasco has purchased 11 Lorains.



EDGAR STEPHENS & SONS, Inc., Cairo, Illinois — a 5-time Lorain owner — supplies concrete for the project. These two 1-yd. Lorain Clamshells, Model 50-K, on 14 ft. long crawlers, unload, stockpile materials and charge a 30-yd. bin.

SAMUEL KRAUS CO., St. Louis, Missouri, has 3 of their 4 Lorains on their 1,000,000 cu. yd. earthmoving contract. A 20-ton Lorain Moto-Crane is shown unloading cars.

Big jobs — big names — and Lorain shovel-cranes go together. Here, in the making, is one of the world's greatest centers of electric power. Located on the north bank of the Ohio River, the big Joppa project will put forth 1,300,000 kilowatts that will feed the vital \$700,000,000 Atomic Energy Commission plant across the river at Paducah. Two mammoth generating stations are being built — and Lorains are scattered all over the job.

It's a big job — all the way. Big name contractors are at work. Four of them moved in 18 Lorains to handle a wide variety of jobs. These four Lorain owners, named in the photo captions, have purchased a total of 60 Lorains.

Big jobs — big names — and Lorains go together — for reasons you would expect. Dependability through quality design. Selection to answer every job need. Experience that has proved Lorain performance. Big job — or small — these same reasons will pay you to check with your Thew-Lorain Distributor for your very next shovel-crane need!



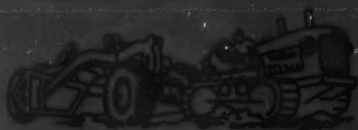
THE THEW SHOVEL CO.  
LORAIN, OHIO

# THEW LORAIN



**REMAKING A RIVER BED.** The channel of the Arkansas River is being realigned by this fleet of International crawlers owned by the C. W. Kelley Transport Company, Inc., and Rush Construction Company, shown cutting new channel through section of island.

# Speeds up Sleepy River







**RIVER CROSSING.** International crawlers reach islands to start re-channeling work by building earth ramps across the river. They worked in sand and water throughout the summer with no downtime.



**CHANGING THE CHANNEL.** Operator Kie Bayless says: "These TD-14As have more 'soup' than any other tractor their size. They just plain move more dirt."

## International crawlers speed up flow of Arkansas River as safeguard for Kansas wheat belt

Flow of the long and lazy Arkansas River is being speeded up one-third along a 30-mile stretch in Reno County as a flood prevention measure aimed at safeguarding the rich wheat belt in this Kansas County.

When the river rises just six feet, and it does periodically, it spills all over the wheat fields and causes extensive damage.

But county officials feel they have a solution. This year they launched the first portion of a proposed three-year plan involving some \$50,000 expenditure each year for elimination of bad turns and islands in the river channel. This improvement will increase the flow of the river from 4.06 feet per second to 5.41 feet per second or more and it is felt this faster flow will be sufficient to keep the river in its channel.

Dirt moving for the first-year phase of the improvement is being handled by Rush Construction Company and C. W. Kelley Transport Company, Inc., with rugged red International TD-18A and TD-14A crawlers.

H. M. Dunsworth, job foreman, reports:

*"We lug these TD-18As and TD-14As down all the time. They not only have the power and maneuverability to do a bang-up dirt moving job, but that high-speed reverse sure makes us money on this river job as lots of the dozing calls for long pushes. These Internationals, and some have been used for years, have worked over two months here under miserable conditions with absolutely no downtime."*

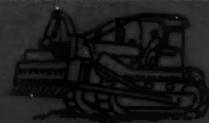
Ask your International Industrial Distributor for details on the whole International line of money-making crawlers. Ask him, too, about his fast, ready service and speedy parts delivery. Get all the answers . . . you'll want International "Power that Pays" from now on!

INTERNATIONAL HARVESTER COMPANY, CHICAGO 1, ILLINOIS



# INTERNATIONAL

## POWER THAT PAYS



## Builders Note McKay's Reclamation Views

### • Oregonian, Foe of Valley Authorities, Advocates Big Dams

» THE CHANGE of Administration in Washington, D. C., has turned the eyes of the construction industry to the Department of Interior and its important Bureau of Reclamation. Any developments in that agency, which annually lets millions of dollars in contracts, will be of significance to general contractors, particularly those of the West.

Most pertinent action taken at this writing has been the appointment of Douglas McKay, past governor of Oregon, to the post of Secretary of the Interior. The appointment has stirred much conjecture about the future of the Bureau of Reclamation's vast construction program, but all that can be accepted at this time is the recollection of Mr. McKay's past

positions on development of the West.

He has a background of close association with the problems of water and land reclamation. In his 15 years on the Willamette River Basin Commission, he has worked for flood control and hydroelectric projects in that area. The commission cooperated with the Corps of Engineers in working out a plan of flood control and in getting Congress to authorize and appropriate funds for the projects.

The new secretary has taken ex-



Mr. McKay

ception to valley authority plans in the past and in 1949 testified against them before the House Public Works Committee. At that time, Mr. McKay said, "It is because of my firm belief in popular government that I am so vigorously opposed to placing the economic and political future of the State of Oregon and of the entire Pacific Northwest in the hands of an autocratic federal corporation, such as would be created by the proposed Columbia Valley Administration."

He has reaffirmed this position as a member of the Columbia Basin Inter-Agency Commission, a body composed of governors of the basin states and federal agencies involved.

### Favors Power Projects

Although opposed to valley authorities, Mr. McKay asserts he encourages building of great dams where power can be developed at low cost. He has described himself as a "middle-of-the-roader" on public power.

"I am neither for nor against public power as such nor private power as such," he explains. "My principal interest is the customers. . . . I favor thorough and orderly development of the water resources of the nation. I favor big multi-purpose projects when feasible."

### Wants Independent Corps

Queried recently about the Hoover report recommendation to put the Bureau of Reclamation and civil functions of the Corps of Engineers in one big agency, he spoke out against the scheme. He believes it is important that the Corps be allowed to practice engineering on civil jobs.

One of the first controversial points on which Mr. McKay may have to take a stand is who will build Hell's Canyon Dam on the Snake River. Both the Corps and Bureau of Reclamation have made costly surveys of the project, a duplication sharply criticized in the Hoover report.

## Reclamation Outlines Future Construction

### • Lists 300 Projects and Proposes Vast Power Line Network

» IN THE midst of the speculation last month about the future of western development under Mr. McKay's direction, the Bureau of Reclamation turned in a proposed seven-year program of continued construction.

In suggesting the needs of 1953 to 1959, the bureau submitted a \$2-billion proposal embracing about 300 projects or units of projects. Those now under construction and those authorized were listed, as well as others to be investigated. While admittedly a hypothetical plan, the bureau sees it as a necessary step toward sorely needed expansion of hydro-electric power capacity and creation of vast new areas of irrigated land in the West.

### Would Take \$257 Million in '54

The bureau calculated that orderly development of the program calls for an appropriation of \$257.6 million this year for fiscal year 1954. The peak appropriation during the seven-year period would be \$412.7 million for fiscal 1959.

Michael W. Straus, former commissioner of the Bureau of Reclamation, called the proposal "a realistic approach to essential, orderly, economic construction over a period of years." He said, "It can provide the

groundwork for any and all long-range programming of Reclamation construction on a comprehensive base."

### Giant Power Line Foreseen

In another long look to the future, the Bureau of Reclamation last month foresaw possibilities in construction of a giant power line network to transfer blocks of power from the West's remote hydro and coal sites to its booming cities and industries.

In a new study, the bureau has hit upon the idea of producing energy from coal at the mine sites and sending bulk loads of the power over huge transmission lines. The super high-voltage grid would be of unprecedented voltage, capacity and distance of transmission and would link large hydro-electric and fuel electric plants in 22 states to the area's industrial and population centers.

Justification for such an immense undertaking lies in the fact that, even when fully developed, the West's hydro-electric power capacity will not meet its needs 25 years from now, the agency reports. "Even at full development, western water power can be relied on to supply only about 215 billion kilowatt-hours of the total 1975 need of 556 billion, it is estimated."

(Continued on page 54)

### New Foreign Jobs Reported

Brown & Root, A.G.C., Houston, has a \$15-million contract for irrigation dam and canals in Haiti.

Another \$15-million contract has been awarded four U. S. firms to dredge a channel through Lake Maracaibo in Venezuela for oil tankers.

Contractors will bid this spring on the world's longest irrigation tunnel, to be built in Australia.



Top left: The Bull Run pipeline had to under pass many other pipelines like the one here. Seepage water and heavy winter rainfall forced the contractor to install pumps along the line.



Top right: A Trackson rig mounted on Caterpillar D-8 has just lifted a 70-ft. length of pipe from a specially constructed "Freightliner" moving off in the background and prepares to lower it into ditch.

Bottom left: The steel pipe was given a protective asphalt coating at the Portland factory, but here a worker (just discernible at left) puts a final seal over the Dresser couplings.

Bottom right: View of several miles of completed pipeline as it parallels major route outside Portland. Note how close to traffic the project runs.

## Big Pipe to Portland Proves Complicated

By Art Wintle

» LAYING a water pipeline from the Bull Run River into the city of Portland is a 25-mi.-long job, one of those projects which at first glance appear to be easy shots. But this one broke out with a rash of complications which turned construction planning into an almost foot-by-foot operation for the contractor, Kuckenberg Construction Co., A.G.C., Portland.

For an entire cost of \$5 million, the contractor is laying the big pipe—56 in. and 66 in. in diameter—over a 25-mi. route that wends through public and private lands, competes with traffic along a major highway, and crosses an airport at one point. Underground,

heavy cross lines of water, gas and sewer pipes and utility cables must be underpassed.

As if natural obstacles were not enough, there was the steel strike which is forcing the contractor to work through the off-season winter months. And at one point along the route, residents would not permit heavy equipment to work because of possible damage to trees. Much of a 4-block distance had to be worked with lighter power tools or manual digging at higher costs. Responsibility for damage to crossed land rests with the contractor. He was given a year to complete.





## Heavy Construction Notes

- Drilling crews at the Aluminum Co. of Canada's Kemano project have broken their own world record for tunneling. A crew blasted through 274 ft. of solid rock for an average of 45.7 ft. a day recently.
- J. A. Terteling & Sons, A.G.C., of Boise last month got the contract for performing all construction work on the Chandler Canal, part of the Kennewick reclamation project. Low bid was just over \$1.6 million.
- Final construction contract to complete Canyon Ferry Dam in Montana has been let on a low bid of \$694,183 by Eiseman, Seabrook and Elliott of Chula Vista, Calif.
- The world's first floating bridge on salt water has been approved by the Washington State Toll Bridge Authority. The \$82-million facility would cross Puget Sound to link the Seattle area with Bremerton and would be about 2.5 mi. long. The only other such bridge is the 300-ft.-long Lake Washington bridge.
- A rubber conveyor "belt-road" to transport iron ore and limestone has been proposed to take the place of ore boats on Ohio's Cuyahoga River. The 4½-mi. conveyor system could be built in a year for \$6 million, engineers of the B.F. Goodrich Co. say.

(Continued from page 52)

The area is rich in untapped coal reserves, however. The key question is, how can the energy represented in this coal be best transported to the cities and factories? The bureau believes it should be turned into power right at the mines and carried to the consumers over its proposed transmission lines, rather than shipping the coal by rail to the scattered generating plants of the cities and industries.

## Big Rail Expansion Seen

The transmission lines would be up to 660 mi. long and would transmit power at an unprecedented voltage—500,000 volts. Local power plants would be depended upon during peak periods and should be expanded to twice the present total power output by 1975, the bureau suggests. "To haul coal even for this local generation therefore will require vastly expanded rail facilities, in addition to the super transmission lines."

## Water Users OK New Reclamation Policy

## • N.R.A. Wants Local Planning and Construction by Contract

» A CATEGORICAL declaration of water development policy for the western states was wholeheartedly approved by over 1,000 delegates to the recent meeting of the National Reclamation Association.

In an emphatic report titled simply "A National Water Policy," the organization of water users struck out against arbitrary federal direction of water development. The association wants strong representation of local interests and a form of planning commission which will put the emphasis on state, rather than federal, participation and responsibility.

## Local Control Fostered

"Local interests shall lead in initiating, planning, financing, and constructing and operating water resource developments," the policy reads. "These interests shall participate with state and federal interests in all stages of developments. . . . Local interests shall take the same position in power developments as in irrigation developments."

The N.R.A. also wants future projects to be executed in accordance with basin-wide development and responsibility for planning to rest with interstate compacts, such as the Columbia Basin Inter-Agency Commission. That move would assure adequate local influence on projects proposed by the Bureau of Reclamation and the Corps of Engineers.

## Subordinate Flood and Power

Not as acutely concerned about flood control and navigation projects, the water users felt they should become primarily the responsibility of the federal government. Power development, they asserted, should be left to the initiative of local enterprise—state, municipal, or private. In a resolution adopted by the membership the reclamation association asked that all works authorized by the United States subordinate the power and navigation features of future projects to the water needs.

In other resolutions, delegates to the Long Beach, Calif., meeting asked that, even during the present national emergency, Congress make adequate appropriations for construction of necessary reclamation projects. Authorization for deserving construction

should be given, also, even if the appropriations are not possible immediately, they felt.

## Ask Permanent Contract Policy

The traditional policy of performing construction work by contract, after competitive bidding, was reaffirmed. The association has previously favored limitation of force account by the Bureau of Reclamation—a measure long fostered by The Associated General Contractors of America—and passed a resolution asking that the practice be made a permanent policy of the bureau.

The N.R.A. meeting approved a request that appropriate committees of Congress study engineering, construction, and operation and maintenance costs on projects constructed by the Bureau of Reclamation and compare them to costs of projects constructed by non-federal agencies. The aim stated is "to determine what legislation may be desirable for . . . effecting greater efficiency and economy in administration of investigation, design, construction, operation and maintenance work by the Bureau of Reclamation."

A 17-man committee was appointed to encourage legislation along the lines of the reclamation association's new national water policy.

## Wide Range on Kirwin Bids

Contract to complete construction of Kirwin Dam in Kansas by December 1955 has been let by the Bureau of Reclamation to the Texas Construction Co. The Dallas firm's bid of \$6,729,670 was lowest among 15 which ranged up to almost \$12.4 million.

Competition for the contract resulted in an unusually advantageous deal for the government under the bureau's open bidding procedures, new Interior Secretary Douglas McKay reported. The 105-ft.-high, 12,600-ft.-long dam, located on the north fork of the Solomon River will become the key structure in the Kansas River Basin flood control program. It was because of overflows in this area that Kansas City and nearby points suffered more than a billion dollars damage in 1951.

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## Cities Spur Parking Garage Construction

### • Million-Dollar Structures Built Above and Underground

» CHICAGO, which this month will turn earth for the world's largest and costliest parking garage—a two-level 2,350-car facility under Grant Park, is not the only city pushing for more construction of this type.

Around the country, other cities are untangling the financial knots and legal webs that only temporarily hamper the movement toward municipally or privately financed parking garage construction. San Francisco, Los Angeles, Pittsburgh, Memphis, Boston and Philadelphia are either now building or proposing structures. Downtown congestion in these, and many smaller towns, is forcing city fathers to approve this way of getting cars off the crowded streets.

#### Municipal Financing Spreads

A survey by the American Public Works Association indicates that 96 cities moved into the parking business for the first time in 1951 and 155 others added more lots. About 43% of all cities with populations of more than 10,000 were found to be operating municipal parking businesses, a trend spurred by 1951 legislation in 17 states enabling towns to assume that function. Forty states now have such enabling laws.

Construction of parking garages has received special consideration in recent years as shoppers began to forsake downtown business areas without parking facilities for suburban shopping centers which usually have built-in parking areas. Multi-million-

dollar losses in business volume have spurred businessmen to action.

Feeling such pressure, most cities have tackled the problem and are pushing construction programs under a number of financing arrangements.

#### Variety of Plans Seen

- In Washington, D. C., a city parking agency has helped business interests to provide a net gain of 18,000 parking spaces in six years—a record. The agency made pin point surveys of parking demand and offered technical advice on parking garage design. No money was loaned and no tax relief offered. A group of local businessmen began last month to urge creation of a parking authority and a \$20-million fund to buy land and buildings for more parking capacity. Under their proposal, the authority would borrow \$10 million from the federal government and sell bonds for the other \$10 million.

- Baltimore in 1949 set up a municipal fund for loan at low interest to anyone who would build a parking garage after meeting reasonable conditions. Since then, 13 garages have been completed and eight others are under construction or being planned.

- Columbus, Ohio, is considering two proposals. Under one of them, the city would buy land and lease it to Morrison-Knudsen, A.G.C., Los Angeles. The contractor would build the off-street facilities, give title to the city and then lease and operate them on a 35-year lease.

- Denver is building two elevator-type garages from proceeds of a recent \$4-million revenue bond issue.

- Hartford, Conn., has a 1,200-car parking ramp under consideration to be financed by a \$3-million bond sale.

- Kansas City, Kans., recently marketed a \$340,000 bond issue to finance construction of a sub-surface facility. Kansas City, Mo., will build a 2,500-car parking terminal from proceeds of a \$1.5-million issue.

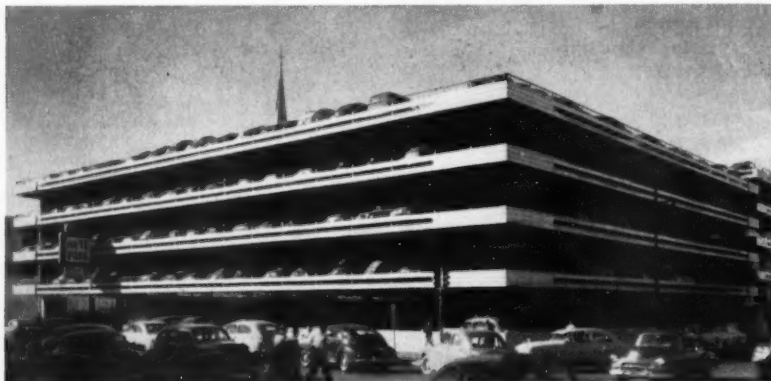
- Memphis is selling \$1.2 million worth of revenue bonds to build a 500-car garage.

- Philadelphia's City Parking Authority has plans for construction of a million-dollar garage to be the city's first publicly owned parking building. Other facilities are in the planning stage.

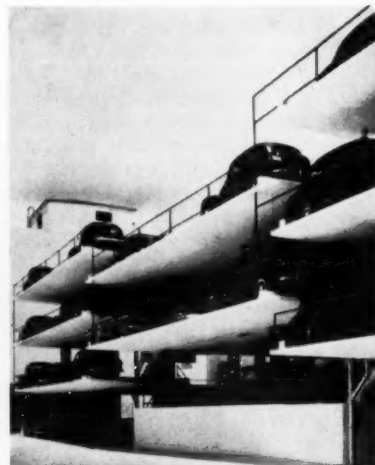
- An organization of businessmen is proposing that Topeka, Kans., put \$2 million into purchase of sites and construction of a garage which it would operate.

- Tucson's city council has under consideration a proposal to provide 3,500 off-street parking spaces downtown at a cost of \$5 million. The plan calls for construction of six 4-story garages to serve 2,500 cars.

- Pittsburgh recently saw the completion of its second large parking garage—a major step in the city's program to cure its parking problem. Built by Edward J. Crump, A.G.C., Pittsburgh; Wilcox Construction Co. of New York; and the James McHugh Construction Co., A.G.C., of Chicago, the building cost \$1.5 million. The first structure cost \$2.1 million.



Above: One of Minneapolis' two new parking garages which together cost about \$1.4 million, privately financed. Right: A unique Miami garage which has a continuous belt man-lift type elevator to permit delivery of a car within three minutes. It serves 650 cars and cost \$4.00 per sq. ft. to build.





» **MULTI - MILLION - DOLLAR** plans to relieve the parking problem in Chicago are nearing the construction stage after a decade of study and effort.

Nine parking garages in the loop and near northside have been approved and \$22.6 million worth of bonds to finance their construction will soon be marketed. The city also plans to allot \$13.4 million for two underground parking areas beneath Grant Park.

These facilities would provide space for 10,617 cars. Purchase of several hundred lots in outlying districts would furnish space for 30,000 to 40,000 other automobiles. Getting that many cars off the streets is expected to relieve traffic congestion considerably in the city's business areas.

The proposed parking garages were

Six of the nine garages proposed by DeLeuw, Cather & Co. will be the ramp type and the other three will be the elevator type like the one shown here. General specifications call for reinforced-concrete structures with floors of flat-slab construction. Curtain walls will be of architectural concrete.

approved recently by the City Council after a comprehensive survey by DeLeuw, Cather & Co., consulting engineers, predicted the financial soundness of the venture.

One of two underground garages to be constructed beneath Grant Park will be built by John Griffiths & Son Construction Co., A.G.C., Chicago, on a low bid of \$5,945,739 accepted last month. The two-level structure will involve the largest excavation in the city's history; some 350,000 cu. yds. will have to be excavated. The garage will extend 23 ft. below the surface and will underlie the park for two blocks from Randolph to Monroe street. Capacity is 2,350 cars.

The job will necessitate removal of trees, statues, fountains and sidewalks.

#### Too Many Curb Parkers

An extreme shortage of parking spots is behind the drive for parking facilities in Chicago. The city has 800,000 passenger cars, twice as many now as in 1945. In the loop alone, 26,000 curb parkers restrict the easy flow of traffic. About 7,500 of these are parked for long periods and should be provided with off-street space, study shows.



## Chicago Starts New Parking Facilities

• Eleven Garages Will Cost Almost \$36 Million

A more imposing problem to be faced is the removal of utility lines, water mains and sewers and the diversion of traffic around the project. A 24-in. water main, a 20-in. gas main and a 7-ft. sewer, besides fire and police alarm systems must be moved.

Completion within two years is

anticipated and the contract will set a bonus or penalty of \$500 a day.

The parking lots in the City Council Traffic Committee's over-all plan to expend \$50 million for parking structures and spaces would be improved by laying a 1½-in. asphalt top on 6 in. of crushed stone.



Proposed parking deck with 4 ramps at corner of Congress and State streets will park 655 autos. Structure covers half a block.

## BUILDING



Minaret of the mosque (above) was completed late in 1952. Below, P&H truck crane hoists limestone blocks into place high up on tower.



Stone foreman, Willy Arnheim, measures cresting for cornice top of Institute.



Workman uses Ramset tool to bolt slabs on side of building.

## Moslems Build First Mosque in America



View from minaret showing partially completed Islamic Center annex. Note men adding cresting to roof.

» ISLAMIC religion and culture will have its first real home in America when the \$3-million mosque under construction in Washington, D. C., is completed later this year.

This is the first mosque ever to be built in this country. In the past Moslems have had to use converted buildings as their houses of prayer.

In addition to the main structure, pictured at left, there will be the Islamic Institute on the right wing and the administrative offices in the left wing. The institute will strive to be a symbol of unity that should exist between the Christian and Moslem worlds, said Hassan Hosny, of the Egyptian Embassy and also the

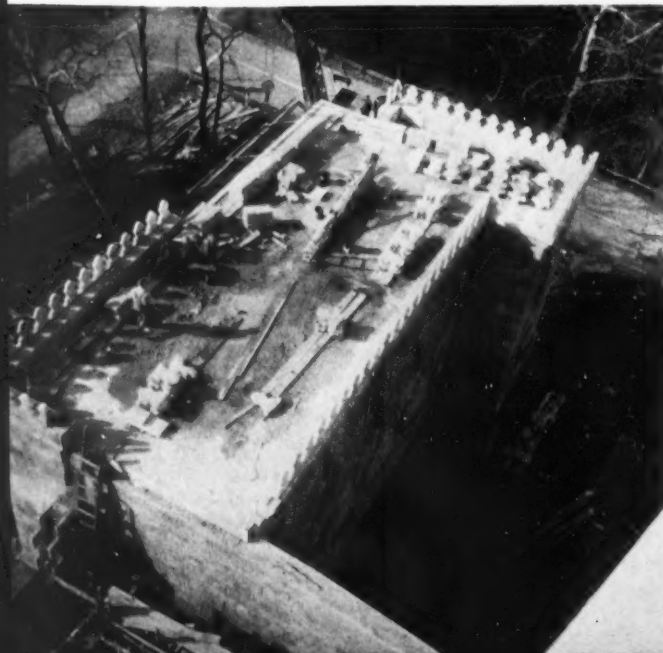
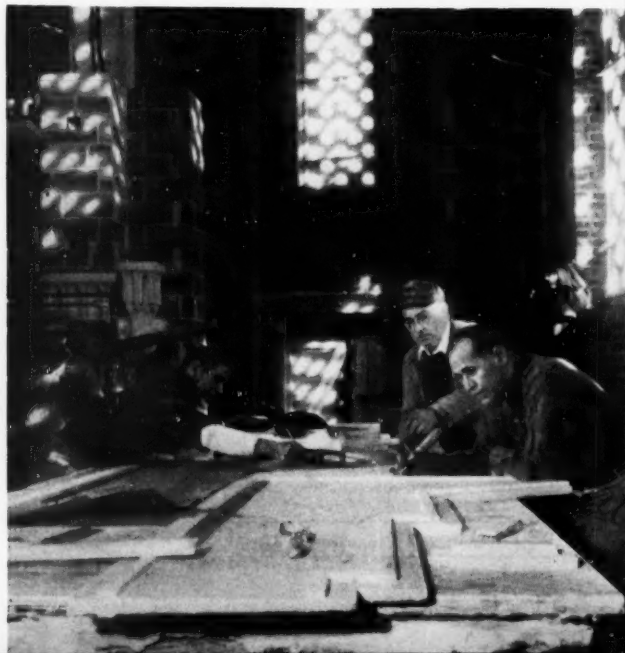
executive secretary of the institute.

Dominant feature of the mosque, built chiefly of gleaming Alabama limestone, is its 150-ft. minaret from which, on a balcony, a muezzin, or prayer caller, will summon Moslems to prayer five times daily. Though much work has yet to be done, services have been conducted in the basement since September.

A. Joseph Howar, Washington, D. C., is general contractor on the unusual job. Architect is Irwin S. Porter & Sons, also of Washington, D. C.

The structure is resplendent with elaborate stonework and molds. Two Egyptian workmen were brought here to produce many of the designs.

Below, a superintendent (in cap) directs two Egyptian workers from Cairo making plaster molds.



## Foley Sees Policy Unchanged

As long as the nation's housing problems remain what they are, the Housing and Home Finance Agency's approach will be much the same, Administrator Raymond M. Foley told builders in Chicago last month.

At the National Association of Home Builders convention, Mr. Foley declared, "I know that the basic needs are not partisan and have not changed, and therefore the objective is unlikely to change. I do not believe that the basic policy of giving every reasonable incentive to private enterprise is a partisan one and will be abandoned; nor do I think that a vote for either party in a national election could by itself remove the difficulties that have kept private enterprise from solving the problems of housing in the lower ranges of the market. So I believe we will go on with much the same general approach."

### Special Housing Needed

Mr. Foley listed several problems still unsolved, among them, the need for special housing for the aged, for racial minority groups, and for larger families. He told the home builders that building costs are "too high if the builders are ever to make good on your expressed desire to meet the whole housing objective privately." Research, pooling of "trade secrets" and some controls may be necessary to beat down costs, he said.

In spite of obvious difficulties, Mr. Foley affirmed, there is a good chance for construction of another million or more homes in 1953.

## New A.S.A. Foundation Code

The American Standards Association has approved *Building Code Requirements for Excavations and Foundations* as an American Standard. The code consists of minimum requirements for excavations with reference to safety of structure or permanence of foundations, soil bearing capacities, extent and proportions of footings and foundations, and recommendations for piling and allowable pile loads. Recent trends toward permitting heavier loadings on piles are endorsed in the code, which will be of particular value to small municipalities interested in building requirements. It may be secured from the A.S.A., 70 East 45th Street, New York 17, N. Y.

## A.G.C. Announces Annual Election Results

» THE RESULTS of the annual election of officers and directors of The Associated General Contractors of America have been announced by H. E. Foreman, managing director.

The president and vice president of the association are elected to one year terms. Directors in 12 districts covering the United States and Alaska are elected to serve for three years. Officers and directors will be installed at the association's 34th annual convention March 23-26. New officers and directors are:

### President

C. P. Street  
McDevitt & Street Co.  
Charlotte, North Carolina

### Vice President

John MacLeod  
Macco Corporation  
Paramount, California

### District Directors

#### DISTRICT 1

##### Washington

A. S. Macdonald (Heavy-R.R.)  
Strong & Macdonald, Inc.  
Tacoma

Wayne C. Sutton (Highway)  
Washington Asphalt Co.  
Seattle

#### DISTRICT 2

##### California

Fred J. Early, Jr., (Building)  
Fred J. Early, Jr., Co.  
San Francisco

Robert V. Edwards (Heavy-R.R.)  
American Pipe & Construction Co.  
Los Angeles

#### DISTRICT 3

##### Colorado

David A. Olson (Building)  
Olson & Hart  
Denver

#### DISTRICT 4

##### Louisiana

W. Murray Werner (Building)  
The Werner Co.  
Shreveport

##### Texas

J. Rutledge Hill (Highway)  
Gifford-Hill & Co., Inc.  
Dallas

#### DISTRICT 5

##### Nebraska

Wardner Scott (Heavy-R.R.)  
W. A. Lynn Construction Co.  
Lincoln

#### DISTRICT 6

##### Minnesota

S. R. Okes (Highway)  
Okes Construction Co.  
Saint Paul

#### DISTRICT 7

##### Indiana

Robert E. O'Connor (Highway)  
J. C. O'Connor & Sons, Inc.  
Fort Wayne

#### DISTRICT 8

##### Ohio

E. J. Wheeler (Building)  
Frank Messer & Sons, Inc.  
Cincinnati

#### DISTRICT 10

##### Georgia

W. M. Wheeler (Heavy-R.R.)  
J. A. Jones Construction Co.  
Atlanta

##### Florida

J. L. Ewell (Highway)  
Ewell Engineering & Construction Co.  
Lakeland

##### North Carolina

V. B. Higgins (Heavy-R.R.)  
V. B. Higgins Co.  
Greensboro

#### DISTRICT 11

##### Pennsylvania

H. B. Alexander (Building)  
H. B. Alexander & Son, Inc.  
Harrisburg

##### New York

H. C. Turner, Jr. (Building)  
Turner Construction Co.  
New York

#### DISTRICT 12

##### Massachusetts

Charles B. Solomon (Building)  
Geo. B. H. Macomber Co., Inc.  
Boston

##### Maine

W. J. Salter (Building)  
Stewart & Williams, Inc.  
Augusta



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**BULLDOZER, ANGLED OZER** For dozing work, Tournatractor can be equipped any time with A-frame and electric-control 2½-yd. Bulldozer, 3-yd. Angledozer, or 11'4" x 54" Root Rake.



**PUSHER PLATE, PCU** With all-steel pusher plate attached to standard bumper bar, Tournatractor push-loads scrapers. Double-drum electric PCU available for operating towed equipment.

NOTE: Down-pressure attachment, blade tilt mechanism, 14-ton side-boom crane, torque converter, cab, lights also available.



**FOR 24 YEARS THE LEADER IN RUBBER-TIRED**

# you!

**for 6 years, we've been  
calling our 186 hp, 19 mph  
rubber-tired tractor  
a Tournadozer...**

this name may have suggested  
application to dozer work only.

We should have told you otherwise. Actually, over the years, this unit has proved to be much more than a dozer.

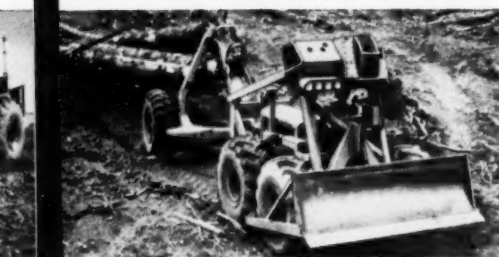
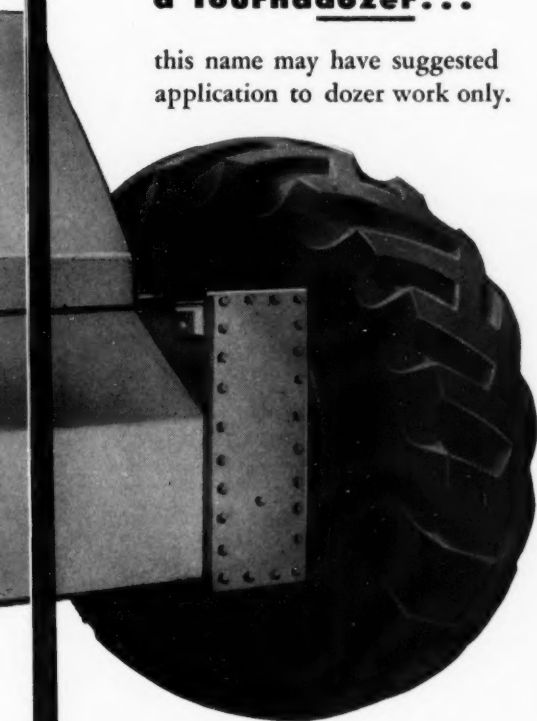
It's an all-purpose tool — just as effective as a pull-tractor, or a push-tractor, or a haul-tractor as it is a dozing-tractor. Its high speeds and fast maneuvering are of even greater advantage on hauling and pushing than on dozing where output requirements and range of operations are limited.

To clarify its many applications, we are re-naming the unit "Tournatractor". We are also revising our price lists to show our price for the tractor unit without the A-frame, blade, and blade controls, so that it will be directly comparable to crawler-tractor prices. On this basis, you will find you can buy a 4-wheel, high-speed, rubber-tired Tournatractor, FOB Longview, Texas, for only \$18,840 (with 18.00 x 25 tires). You then can add the matched attachments you want.

This price structure is similar to that charged for any big, heavy-duty crawler-tractor, but look at the money-making advantages you get with Tournatractor:

1. Power . . . 186 hp.
2. Anti-friction power flow, engine to treads.
3. Speeds forward — to 19 mph.
4. Speeds reverse — to 8 mph.
5. Instant speed change . . . constant-mesh transmission.
6. Go-anywhere, 4-wheel-drive on rubber . . . wider range of work and profit opportunity . . . no planking curbs, no trailer haul.
7. Electric fingertip control steer and shift . . . easier, faster maneuvering.
8. Giant safety air brakes . . . 2822 sq. in. on 4 wheels.
9. Low maintenance . . . elimination of some 500 crawler-track assembly parts that grind and wear in dirt on crawling tractors.
10. Easier operation, less fatigue, easier to get good operators.

Investigate this rubber-tired tractor . . . it will do 85% of your tractor jobs *twice* as fast as a crawler. Ask your LeTourneau Distributor to arrange a demonstration and prove it on your job. Make your own comparison of production. You'll find the profits with Tournatractor too big to miss. Write or phone today.



**67,000-LB. WINCH** For skidding logs, pulling mired trucks, etc. Operates at 56 or 113 ft./min., in or out, while rig is in motion or stationary. Can pull from any angle up to 90°.



**SNOW PLOW** V-type. Mounts on same A-frame as Bulldozer or Angledozer. Has 12'4" clearing width, 6½' clearing height. 9' electric-control Snow Wing available as optional equipment.



**FOR SCRAPER OPERATION** Double electric PCU operates any cable-controlled scraper. For LeTourneau electric scraper, optional electric jack can replace PCU. Just "plug in" and go to work.

Tournatractor—Trademark Tournadozer, Angledozer—Trademark Reg. U. S. Pat. Off. T-313-G

**DIRTMOVING**

**R. G. LeTOURNEAU, INC.**  
Peoria, Illinois

## Engineers See Highway Research Progress

### • Experts Review Problems in Road Construction and Design

» ABOUT 1150 delegates to the Highway Research Board's annual meeting in Washington, D. C., last month received a comprehensive review of current research in highway construction, design, economics and operation.

Engineers from 48 states and several foreign countries heard their colleagues reveal the results of over 100 recent scientific investigations. In both formal sessions and informal discussions, they debated the relative merits of various materials, construction methods and highway designs.

Some of the research projects aired in meetings of the section on materials and construction were highly theoretical and technical; others dealt with problems of immediate value to the highway contracting industry.

#### 40-Minute Clay Content Test

One such report was on "The Sand Equivalent Test for Control of Materials During Construction" by F. N. Hveem, materials and research engineer of the California Division of Highways. Mr. Hveem described a field test of materials for their content of clay which can be performed in 40 minutes, thus eliminating many of the costly delays which contractors sometimes suffer while laboratory tests are being made.

The test has been proposed for inclusion in the revised standard specifications of the California Division of Highways, and it already is being used in special provisions of some contracts. Applied to a fraction of granular material passing a No. 4 sieve, the sand equivalent test separates the finer clay-like particles from the coarser grains or sand sizes. The relative proportions of these components are then compared on an *arbitrary volume basis* by a simple procedure which expands the volume of clay somewhat in proportion to its detrimental or objectional effects. Emphasis is on volume relationships of the clay to sand, rather than the weight percentages commonly allowed in specifications.

#### Survey Specifications on Curing

Delegates also heard results of a Highway Research Board survey of concrete curing preferences of state highway departments and five federal agencies. J. H. Swanberg, materials

and research engineer of the Minnesota Department of Highways, who was chairman of the committee administering the poll, told the engineers that the following practices were most highly regarded by those answering the questionnaire:

- Membrane-forming compounds was the most popular method of curing, followed by waterproof paper, wet burlap, and lastly, earth, hay or straw.
- Clear and pigmented membrane compounds were equally preferred.
- The rate of application of membrane compounds showed considerable variation. About half of those polled required a rate of not more than 200 sq. ft. per gallon of compound.
- Test methods and acceptance limits of membrane compounds varied considerably.

There was not much agreement as to preference of curing methods or materials, Mr. Swanberg concluded. A substantial difference was found among provisions governing the opening of pavements both from the standpoint of strength and of the age of the pavement. There was closer agreement on the requirements for curing of concrete in cold weather.

#### Fly-Ash Experiment Reported

A research project by Guy H. Larson, materials engineer of the State Highway Department of Wisconsin, on fly-ash in concrete was reported, also, at the week-long conference. Three years ago, Mr. Larson had undertaken to determine what the effects would be if fly-ash were substituted for 25 or 30% of the cement in air-entrained concrete. One of the results of that mixture was a loss in air content. In these subsequent tests an effort was made to restore the air content of the concrete containing the same fly-ash substitution by adding an air-entraining agent not included in the original formulas. The results turned out to be substantially the same in several respects—an increase in water-cement ratio, a decrease in air content, a decrease in strength somewhat at early ages but an increase at ages beyond 28 days, and a lowered resistance of the concrete to freezing and thawing.

It was discovered by the Wisconsin engineer that restoring the air content

of the concrete in which fly-ash had been substituted for some of the cement reduced the strength of the concrete at 7 and 28 days by approximately as much as fly-ash was substituted for cement—in this case, 25%. The loss was made up under continued moist curing conditions so that at about a year later the strength was equal to or better than that of standard concrete. An improvement in resistance to freezing and thawing was noted, but not in degree equal to standard concrete. Considerably more air-entraining agent was required to develop as much air as in regular concrete made with normal Portland cement.

#### Research in Other Lines

Other projects which stimulated enthusiastic discussion at the meeting were: A study by two Michigan State College professors, J. T. McCall and R. J. Claus, on differences between effects of pellet and flake forms of calcium chloride as admixtures on Portland cement concrete; a report on sawed contraction joints for concrete airfield pavements by Karl C. Vogel of the Corps of Engineers; and a paper on effectiveness of tapered inlets for box culverts on steep grades by Roy H. Shoemaker, Jr., and Leslie A. Clayton, both of Oregon State College.

#### Raises for Engineers Sought

The major problem delaying the nation's highway construction program currently is the severe shortage of engineers, members of the Joint Co-operative Committee of the American Association of State Highway Officials and The Associated General Contractors of America agreed in meeting recently.

Low salaries paid state highway engineers was blamed for the lack. The committee discussed measures taken by some states to offset the handicap. Some of these are paying overtime when necessary, freeing engineers from administrative details, employing women to do the less technical work, and adopting training programs to raise personnel efficiency.

"Government highway engineers must be paid better salaries and this improvement must be secured at once or the shortage will seriously curtail the road construction program," the committee declared.

A recent survey of state engineers' salaries is being distributed by both the A.A.S.H.O. and the A.G.C.



## Highway Construction Notes

- An investment of \$3.4 billion in current dollars over the next 15 years would be required to eliminate deficiencies on California highways, the Automotive Safety Foundation has found. Present revenues are expected to raise \$2.5 billion and the study advises increased highway user taxes to meet the balance.

- Construction of a 150-mi. toll superhighway in Indiana to connect with the Ohio Turnpike (on which work just began) is slated for the summer of 1954.

- A state committee in Connecticut is asking for increased use of toll financing to pay half the costs of a \$350-million construction program. Proposed are 500 mi. of new highways.

- A new edition has been published of the American Society of Testing Materials' manual of standards of mineral aggregates, concrete and non-bituminous highway materials.

- A proposed 313-mi. toll superhighway from Jacksonville to Miami has been labeled economically feasible by the New York engineering firm of Coverdale and Colpitts and a \$180-million bond issue recommended.

- Revenue on the New Jersey Turnpike during its first year of operation totaled \$14,777,279 (after expenses), of which \$8 million will go for interest payments.

- More federal aid for highways will be urged by Congressman Harry McGregor (R., Ohio), new chairman of the House subcommittee handling highway legislation. Mr. McGregor has deplored failure of the federal government to return to the states a greater portion of what is collected in gasoline taxes. "The people are paying for something which they are not getting. It seems unfair to continue to tax motorists and then not give them a good road program," he has said.

- Pennsylvania's "Little Hoover" Committee has scored what it calls "over-design on rural roads" carrying low volumes of traffic. "Insistency on perfect alignment and grades frequently results in exorbitant property damage and right-of-way settlement," the group found. "Simpler design of rural roads would cut construction and right-of-way costs and still be satisfactory."

# CONTINENTAL'S

## Line is

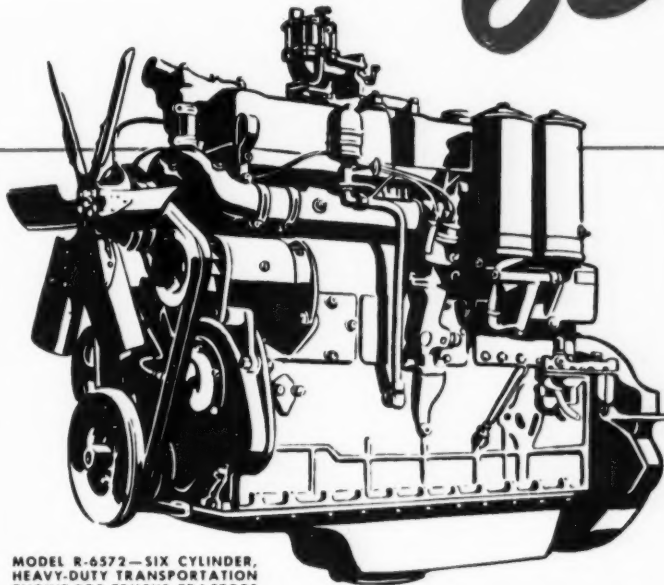
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# 28

# 35

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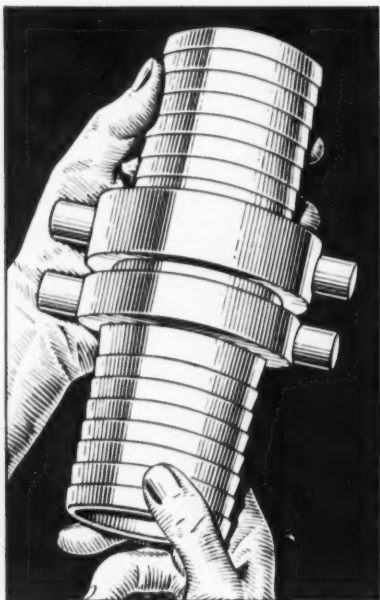
MODEL R-6572—SIX CYLINDER, HEAVY-DUTY TRANSPORTATION ENGINE FOR TRUCKS, TRACTORS AND BUSES.

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This is the Shank Coupling which the Construction Industry and all other users of suction and water hose rely on for long, reliable service, regardless of rough handling.

The "KING" is a brute for punishment, yet thoroughly refined in every detail of manufacture... absolute uniformity in quality, dimensions and threading... well defined, smoothly finished corrugations. Made in light and heavy patterns, in all-malleable iron, plain or plated; all-brass; and plain or plated malleable iron shanks with brass swivel nut. Size range from 1" to 8", inclusive.

Stocked by Manufacturers and Distributors  
of Industrial Rubber Products



### Slate-Hall Combination Tackles Oregon Job

Representative of the highway construction undertaken in Oregon this last season is this replacement of an outdated two-lane route with a new, modern, four-lane, easy-graded and curve-eliminated thoroughfare.

Contractors on the \$1.5 million Highway 99 project are Fred H. Slate, A.G.C., and E. C. Hall Co., A.G.C., both of Portland. The 5½-mi. route which runs between Roseburg and Eugene required removal of 1,217,000 cu. yds. of material by blasting and mucking, plus installation of drainage culvert supplied by the Oregon State Highway Commission.

Above: Grading crews had to dispose of a number of large boulders along the route. Below: Along lowland sections, workers fabricated drainage culverts of Armo multi plate like the one shown here.



### Plan Louisiana Expressway

First step toward construction of a four-lane, 86-mi.-long toll highway between New Orleans and Lafayette, La., was taken last month when the engineering firm of Palmer and Baker contracted to design the facility.

The proposed express highway would cost about \$90 million, it is estimated, and would cut about 46 mi. from the present U. S. Route 90 between those two cities. Construction

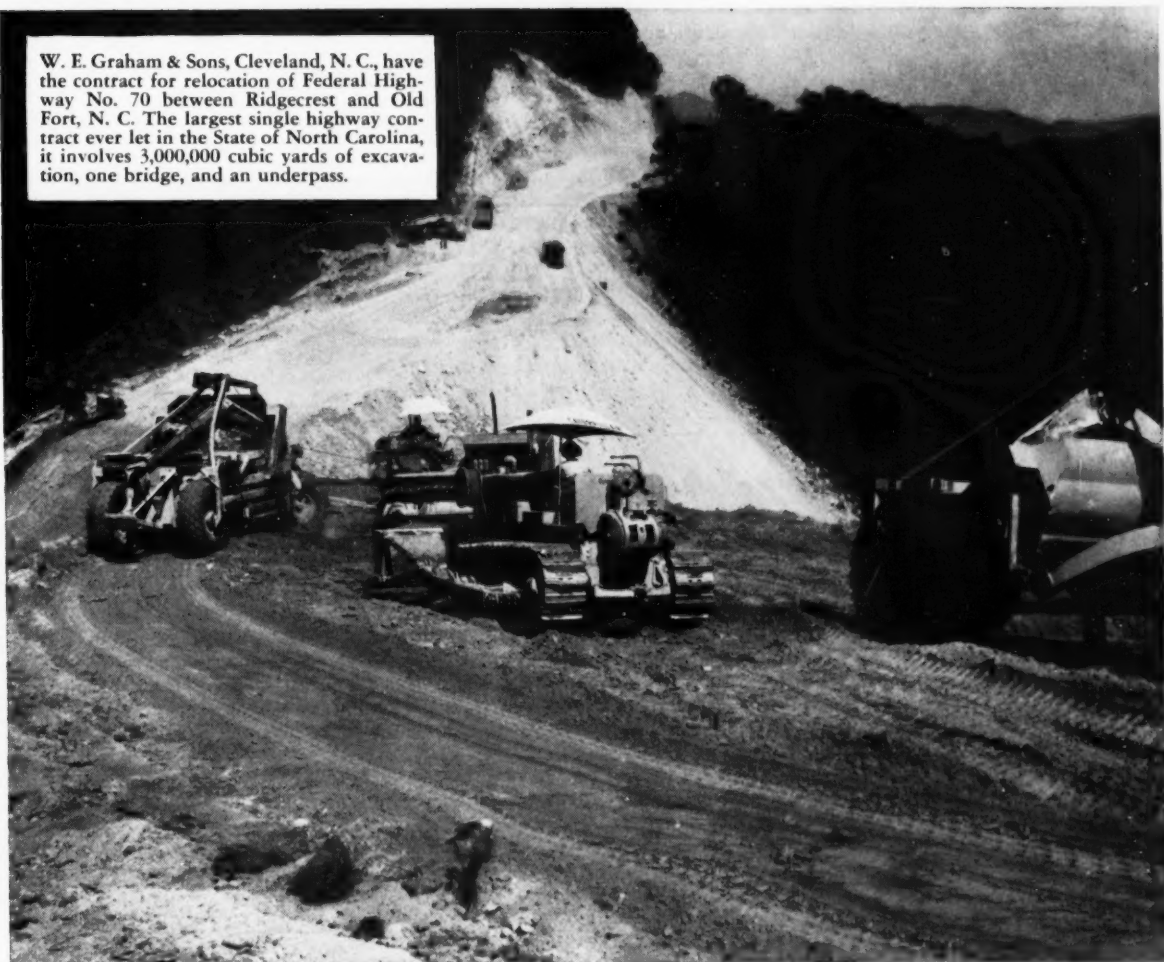
calls for bridging of 17 navigable streams, including the Mississippi River. Ten miles of four-lane trestle construction would be required along the route. The expressway would have no intersections.

Palmer and Baker are presently designing and will eventually supervise construction of the \$40-million Greater New Orleans Expressway over Lake Pontchartrain. That facility, upon completion, will be the longest vehicular bridge in the world. It will be 22 to 24 mi. long.

## **GULF PRODUCTS** *and* **FINE SERVICE**

*keep equipment rolling  
on North Carolina Highway Project*

W. E. Graham & Sons, Cleveland, N. C., have the contract for relocation of Federal Highway No. 70 between Ridgecrest and Old Fort, N. C. The largest single highway contract ever let in the State of North Carolina, it involves 3,000,000 cubic yards of excavation, one bridge, and an underpass.



**I**T'S a speedier, more profitable job when equipment performs smoothly and dependably. And the use of quality petroleum products is one of the surest guarantees of that kind of performance.

That's why so many contractors on the big, tough jobs specify Gulf lubricants and motor fuels. They have found that Gulf lubricants provide an extra margin of protection against mechanical delays—and that Gulf fuels deliver full power. They also appreciate Gulf's prompt delivery service.

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## A.G.C. Firms Increase Safety Reports 75%

### • Accident Costs for 1952 Up Among Firms Making Reports

» NUMBER of member firms of The Associated General Contractors of America, Inc., that participated in the A.G.C.'s 1952 accident prevention program, by sending in accident reports, increased 75% over the number turning in reports the previous year.

Analysis of the returns shows a "marked improvement" in the frequency rate over previous years, but an increase in the severity rate which pushes up the average estimated loss per firm for accidents in the year 13% higher over the loss of the previous year, stated Harry J. Kirk, safety director.

(NOTE: It is not possible to accurately compare data received from firms in 1952 with that of firms in

1951 because of the great discrepancy in numbers reporting. Actually, the larger the figure, the more accurate the statistics become, and the 1952 returns probably reflect a truer picture of actual conditions, rather than trends.—E.D.)

"This increasing interest in accident prevention on construction operations as shown by these 1952 figures," reported Mr. Kirk, "demonstrates the growing effectiveness of voluntary cooperation through the association, locally and nationally."

In an effort to increase contractors' interest in construction safety, the A.G.C. compiles statistics from accident returns filed by members and the Accident Prevention Committee pre-

sents merit awards at the annual convention. This past year's winners will be awarded at the Miami convention, March 23-26.

The awards will be based on records of contractors in each of the association's three divisions—Building, Highway and Heavy-Railroad. Besides the 1952 records, those for the previous five and ten years will figure in the awards.

A.G.C. chapters having the highest percentage of members participating in the program will also receive recognition.

Below are the first five rankings of A.G.C. chapters in the three safety divisions:

### Chapters With Over 100 Members

Name	Per Cent	Rank
Michigan Road Builders Association . . . . .	80	1st
A.G.C. of Minnesota . . . . .	31	2nd
A.G.C. of Iowa . . . . .	20	3rd
Texas Highway Branch . . . . .	8	4th
Kansas Contractors Association . . . . .	7	5th

### Chapters With 50-100 Members

A.G.C. of West Virginia . . . . .	88	1st
Constructors Assn. of Western Penna. . . . .	79	2nd
A.G.C. of Missouri . . . . .	59	3rd
Houston Chapter . . . . .	49	4th
Seattle Chapter . . . . .	19	5th

### Chapters Under 50 Members

Dallas Chapter . . . . .	100	1st
Penna. Builders . . . . .	93	2nd
Milwaukee Chapter . . . . .	85	3rd
Chattanooga Chapter . . . . .	63	4th
Detroit Chapter . . . . .	57	5th

### Federal Safety Aid Bill

A bill that would give federal aid to the states to enforce industrial safety laws was re-introduced last month by Sen. James E. Murray (D. Mont.). A similar bill, S. 2325, died in the Senate Labor Committee in the last session.

Mr. Murray's revised bill, S. 368, would put into effect regulations that require safe work places and practices in all industries.

Last spring The Associated General Contractors of America made a statement to the committee opposing the proposed legislation, and stating that the industry, not government regulations, should promote job safety.

## Booklet Hits "Secrecy" of Safety Programs

» AN ATTEMPT has been made to remove the shrouds of "secrecy" from and clean the rust off little-used safety programs of many construction firms, in order to make this phase of operation a working reality dedicated to save lives, reduce injuries, cut costs, and better public relations in the construction industry.

Put forth in a booklet by the Municipal Contractors Association, A.G.C., Dallas, the value of job safety is reduced to a series of "whys" and answered by another set of "hows". The Accident Prevention Committee, headed by William Gill, Jr., Oklahoma City, compiled the book.

The foreword says that too often in construction safety is something known only to management and never practiced by men on the job.

• Leading off the "why" column is the desire to get the construction industry out of its "cellar" position in accident prevention, which is only one notch above mining.

• Second consideration is the desire of contractors to make money honestly and legitimately. Because competition in the industry is so keen, the book states, top efficiency must be maintained in every level of the job—estimating, planning and production.

• The third suggestion states that the general contractor needs an adequate safety program to fulfill his responsi-

bility to employees, the law and the public.

• Fourth consideration cites that every dollar spent wisely for safety returns the contractor \$4 saved on indirect accident costs.

• Another reason for safety is that a low accident rate improves the contractor's reputation with insurance carriers.

• The last two reasons given state that sound accident prevention means sound public relation and sounder production efficiency.

In the last half of the book the contractor is told how he can do what is called for in the first half.

• First thing the contractor should do is to adopt a policy, put it in writing and see that it is carried out by supervisors and foremen.

• Next, he should assign a safety program director and give him encouragement, opportunity and the basic elements of accident prevention.

• Another thing the safety director needs to know is what accidents are common to the construction industry and the types of projects handled by the contractor.

• Also, the employer must develop a "sincere interest" in the safety of his employees.

• A final catch-all section gives further suggestions as to how the contractor can make his jobs safe for the workers.

## ACCIDENT PREVENTION

### Indirect Cost of Accidents

When Contractor A lost a \$2 million job by \$10,000 to Contractor B, low bidder, it made him stop and think.

In checking his figures with those of his competitor, Contractor A found that the low bidder had a credit of 21% in insurance rates and he had a debit of 15%. Also, if he had the same credit, he would have been the low bidder by \$1,600.

Checking further he discovered that a few years ago he had a 17% credit rate on \$11,000 premium. Over the years this dwindled until he had a 15% debit on \$34,000 premium. He began to figure out year by year the amounts he lost because of losing that 17% credit. These are his yearly figures:

1947 .....	\$1,020
1948 .....	\$2,760
1949 .....	\$6,900
1950 .....	\$10,540

**Total Loss ..... \$21,220**

Contractor A began to analyze the accidents—why they happened, what could have been done to prevent them—and he came up with the following answers:

His business trebled during this period and in nearly each case he felt that if the jobs had been properly supervised the accidents would not have occurred. Thus he felt that his organization did not provide the proper controls for the increased activities and that he was responsible for the lack of foresight that cost him \$21,220.

### Corrective Action

To correct this, he is including accident prevention in his work. Every superintendent and foreman is being informed that future accidents will be charged to their job costs and if the cost of accidents exceeds 2% of the payroll, the overall labor cost goes above what is permissible.

With the aid of internal controls such as keeping records of accidents and man-hours by jobs, requiring foremen to hold 5-minute "tool box meetings" with their men to discuss job problems, Contractor A thinks this will lick accidents and once again bring his insurance rates into the credit column.

What are you doing about accidents?

# Why settle for less

than the top-notch business-

insurance services

provided by an

Employers Mutuals

Team? Once you qualify

as an owner-policyholder,

your whole organization stands to benefit

through better and safer production—

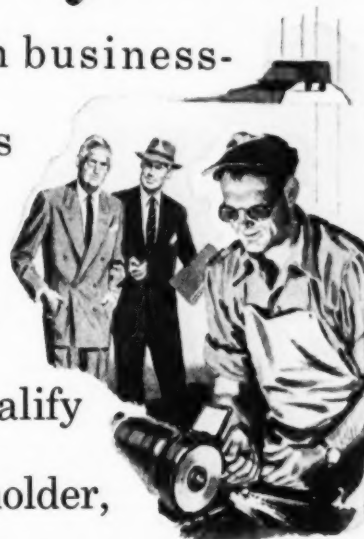
prevention of accidents with their tragic

costs—fast, fair claim handling—simpli-

fied "paper-work"—and,

often, surprising premium

savings. *Teamwork does it!*



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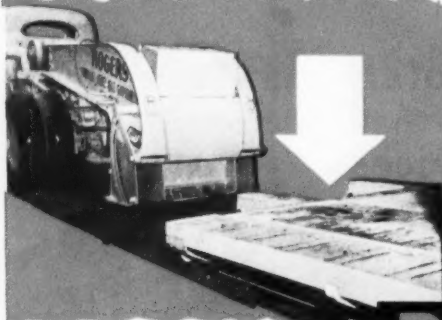
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Employers Mutuals write: Workmen's Compensation-Public Liability-Automobile-Group Health and Accident-Burglary-Plate Glass-Fidelity Bonds-and other casualty insurance. Fire-Extended Coverage-Inland Marine-and allied lines. All policies are nonassessable.



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TO A LOW LOADING  
DECK HEIGHT OF  
ONLY 16"  
WITH THE VERSATILE  
TYPE "TPG" ...

LOW LOADING permits an easier, faster, more profitable operation in hauling equipment to and from the job.



Shovel "walks" up low deck over a minimum of blocking and rampage. *There is no stress or strain applied to the frame or gooseneck.* No blocking required under frame.

## ROGERS POWER LIFT DETACHABLE GOOSENECK TRAILER

PATENTS PENDING

For your best buy in a multi-purpose, heavy duty trailer, investigate this versatile unit. It incorporates every desirable "job-proved" feature originated by Rogers.

CAPACITIES: 15, 20, 25, 30, 35, 40, 50, 60 & 75 TONS

DETACHES, LOADS AND ATTACHES IN 5 MINUTES —

LOADS EASILY OVER LOW FRONT OF DECK —

RAISES ITS DECK TO CLEAR HIGH BANKED CROSSINGS —

STOOPS TO CLEAR LOW OVERHEAD OBSTRUCTIONS —

20" & 24" TIRES INSURE GREATER TIRE LIFE, LARGER AND MORE EFFECTIVE BRAKES; AND OFTEN PERMIT INTERCHANGEABILITY WITH TRACTOR TIRES.

THE ROGERS *Power Lift* DETACHABLE GOOSENECK CAN BE OBTAINED ON ANY STANDARD ROGERS DROP DECK TRAILER

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LATEST  
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EXPERIENCE

builds 'em



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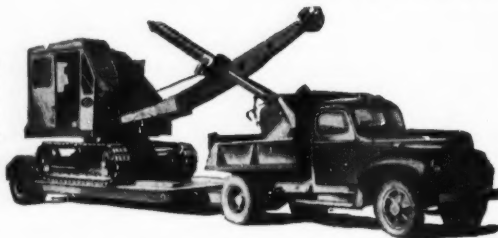
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**ROGERS BROS. CORP.**  
ALBION, PENNA. CABLE: BROSITES

223 ORCHARD STREET

Export Office: 50 Church St.,  
New York 7, N. Y., U. S. A.

Also of timely interest is this ROGERS Tag-A-Long trailer which makes a dump truck serve as a tractor and effects sizable savings for contractors.



## ACCIDENT PREVENTION

### Helmet Saves Worker's Life



John W. Stark Returned to Work

A 13-ounce plastic skullguard bears mute evidence of what could have happened to the construction worker above.

It prevented almost certain death for John W. Stark, an employee of a subcontractor for Dravo Corporation, A.G.C., Pittsburgh, when it stopped a falling pinch bar from piercing the worker's skull.

Mr. Stark was welding in the sub-floor of a new power plant near Pittsburgh, when the 26-inch bar slipped through an opening above and plummeted 29 feet. The flared blade of the bar pierced the crown of Mr. Stark's skullguard, but the built-in wire mesh reinforcing stopped the three-and-one-half-pound bar.

After treatment for a slight head cut, the welder returned to his job.

Dravo's safety department is using the hat and bar in safety classes as a graphic example of why protective headgear should be worn.

The plastic hard hat was developed by the Mine Safety Appliances Co., Long Island City, N. Y.

Adams & Tate Construction Co., A.G.C., Roanoke, Va., rewarded 27 foremen and project superintendents having outstanding safety records with a 10-day paid vacation in Florida.

W. B. Adams, senior partner in the firm, said the men earned the trip by bringing down the accident rate among workers and lowering insurance costs.

In 1951 the company won the 1st place merit award for safety among A.G.C. highway contractors.





# "The <sup>\*</sup>**BIG SAVING** was **FOSTER RENTAL PILING**"

On complicated 3-sided cofferdam for the  
\$5 million East Bronx Unionport Bridge Construction.

Says John Ury, Project Manager  
for Contractors:

**WM. M. MOORE BUILDING CORP.**  
and

**LOPIER CONSTRUCTION CORP.**  
75 West 190th Street  
Bronx, New York

Construction started in 1949, and skill-  
ful driving of 30 to 45 ft. Interlocking  
Steel Sheet Piling by these 2 contrac-  
tors made this an economical, success-  
ful job. Unionport Bridge crosses  
Westchester Creek in East Bronx.

An interesting installation of piers had to be constructed atop 35-year-old existing caissons. Here was a tough water seepage problem in a complicated 3-sided cofferdam — approximately 1,000 gpm had to be pumped out of the cofferdam by two 6-inch pumps. Steel Sheet piling was needed — on time — in the exact section and lengths (30 to 45 feet). And Foster had it — just what the job required. A phoned order — a prompt delivery, a dependable quality — and a low cost, requiring no huge purchase investment on the part of the contractor, made FOSTER RENTAL PILING the 100% answer for this job.

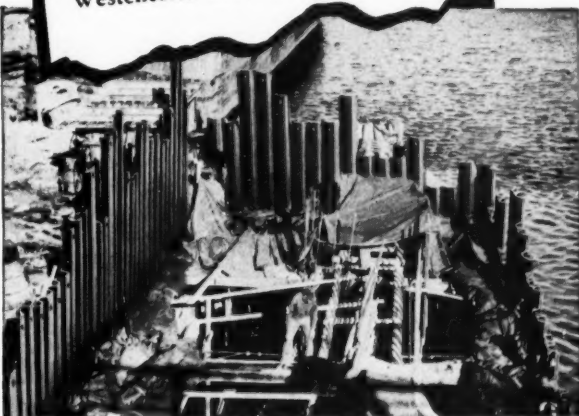
*Let us quote you on our low-cost Piling Rentals  
— prompt service from 5 Foster warehouses. Free  
Piling Brochure illustrating diagrams of all  
standard makes of piling sections is available.*

*Send for Bulletin CP-2.*

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Rental Piling had to be driven considerably below the bed  
of the creek, with extra reinforcing to protect against swells.

## A.G.C.—Carpenters Joint Group Organized

• Government Officers Attend Washington Meeting Last Month



Representatives of government, management and labor at the meeting sit clock-wise around the table: Frederic G. Krapf, Wilmington; Alvah Libbey, Minneapolis; and Mr. Humphries, all A.G.C. members; John K. Bowersox and Secretary Welton A. Snow, of the A.G.C. national staff, Washington, D. C.; Harold W. Jennrich, Bureau of Apprenticeship; Thomas A. Murray, Washington, D. C.; Harry Schwarzer, Cleveland; Asgar Andrup, Chicago; and Chairman Stevenson, all of the carpenters' union; Mr. Patterson; Harold Cladny, Washington, D. C., A.G.C. member; and M. M. Hanson, Bureau of Apprenticeship, Washington, D. C.

» NEWLY organized National Joint Carpentry Apprenticeship Committee of the A.G.C. and the United Brotherhood of Carpenters and Joiners of America, held its first meeting in the A.G.C. national office Jan. 26 to formulate policy that will strengthen carpenter apprenticeship programs nationally.

Appointed by the Secretary of Labor, the advisory group has four representatives from labor and four from management who will advise W. F. Patterson, director of the department's Bureau of Apprenticeship, on ways to improve the training of new carpenters.

John R. Stevenson, of Indianapolis, first general vice president of the carpenters' union, was chosen chairman of the committee for this year. Welton A. Snow, national staff of the A.G.C., is the committee secretary.

### Correspondence Courses

Included in discussion at the meeting were training programs provided for apprentices in rural areas. H. D. Humphries, Concrete Builders, Inc., Atlanta, reported that such programs were being administered in Georgia with correspondence courses and qualified persons to appraise and grade the answers.

The meeting also considered such questions as the effect of the draft on apprenticeship programs, and if the Korean G.I. Bill has stimulated training of more apprentices. Members also asked Mr. Patterson to recommend to the Secretary of Labor that the committee be appointed as an official management-labor policy advisory committee to the Bureau of Apprenticeship.

## Labor Dept. Reviewing G. I. Bill Training

» GENERAL contractors' apprenticeship programs under the Korean G.I. Bill stand to gain from a cooperative agreement effected Nov. 1 between the Bureau of Apprenticeship and the Veterans Administration.

Under the agreement, the Bureau of Apprenticeship will "review and make technical recommendations" to the VA on apprentice training and make other on-the-job programs submitted to that agency by employer groups seeking national approval.

To the contractor this means that apprenticeship programs submitted for approval under P.L. 550, 82nd Congress, (Korean G.I. Bill), will be handled faster with the additional help from apprentice specialists of the Labor Department.

In some states whose governors have not designated state approving agencies for apprentice or similar training programs, the Bureau of Apprenticeship will provide inspection service to establishments seeking approval of their training programs under the bill and see that all requirements of the law have been met. Final approval, however, will remain with

the VA, the Labor Department announced.

In the states of Idaho, Maine, North Dakota, and Texas bureau field representatives will inspect those establishments seeking approval of apprentice or similar training programs.

### Desires of Congress

W. F. Patterson, director of the Bureau of Apprenticeship, said in announcing the joint action, "This agreement carries out the expressed desires of Congressional committees that held hearings on the bill. The primary purpose is to provide coordination of training-on-the-job activities of the Bureau of Apprenticeship and cooperating state apprenticeship agencies and those of the VA."

As part of the agreement the VA will reimburse the Bureau of Apprenticeship for all services rendered. According to one official, the bureau is now able to cancel the reduction in force that would have been necessary to carry on operations under the reduced budget for fiscal 1953.

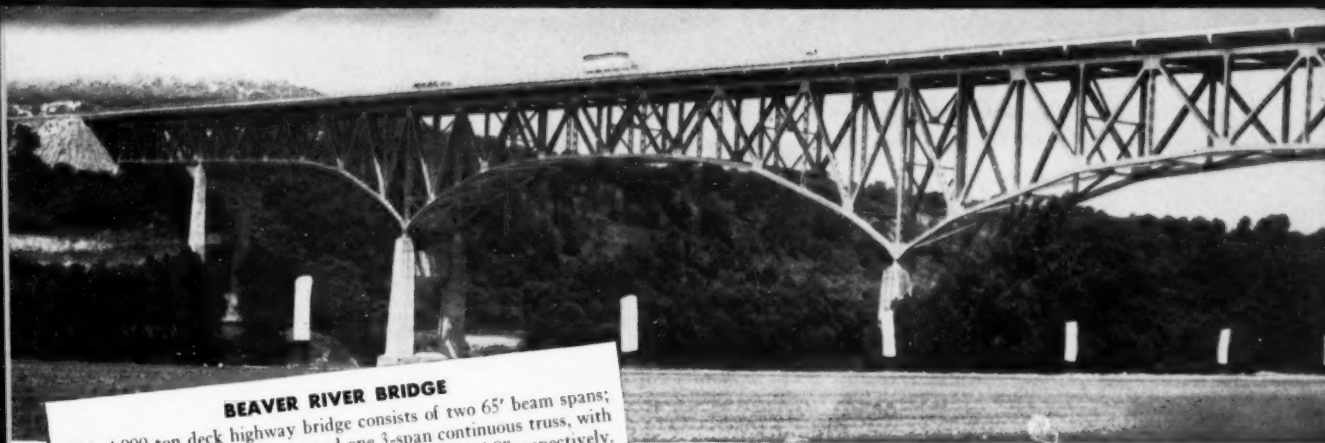
Payments to the bureau will amount to \$60,000 made in 3 installments.

### Set Iron Workers Training

Apprenticeship and training standards recently adopted at the 29th convention of the International Association of Bridge, Structural and Ornamental Iron Workers call for firm action by local joint committees to improve the training of apprentices in a given area.

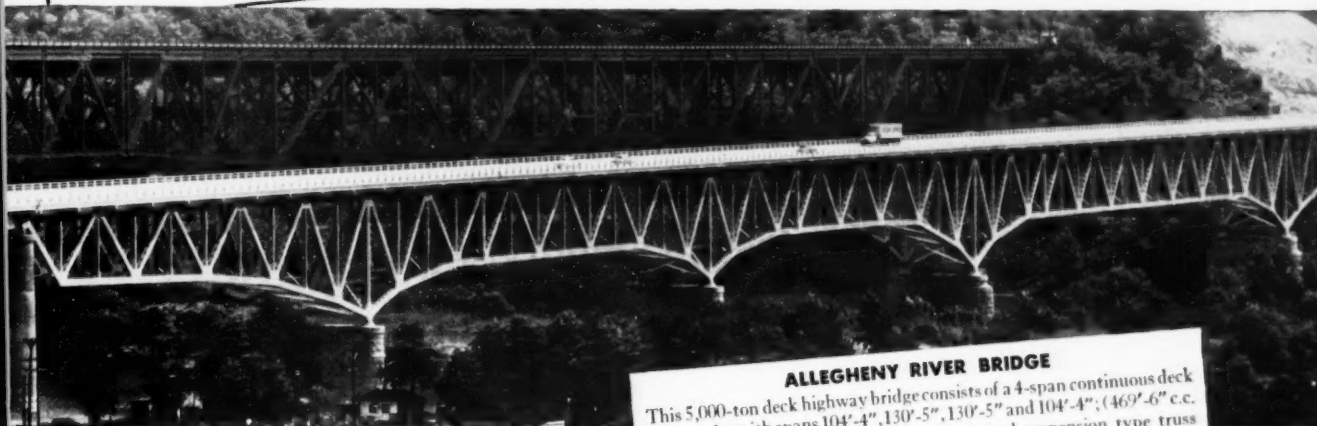
Chief duties of the committees are to determine the need for apprentices, and set standards for the quality and quantity of their training.

The standards booklet also states that one apprentice may be employed for each seven structural journeymen and that one apprentice may be employed for every four ornamental iron journeymen on the job.



#### BEAVER RIVER BRIDGE

This 4,000-ton deck highway bridge consists of two 65' beam spans; two 175'-6" simple truss spans and one 3-span continuous truss, with spans measuring 321'-9", 404'-6" and 321'-9" respectively.



#### ALLEGHENY RIVER BRIDGE

This 5,000-ton deck highway bridge consists of a 4-span continuous deck plate girder with spans 104'-4", 130'-5", 130'-5" and 104'-4"; (469'-6" c.c. of end bearings) and a 5-span cantilever and suspension type truss with spans 266'-8", 346'-8", 533'-4" and 213'-4"; (1706'-8" c.c. of end bearings).

## 43 bridges on western extension of Pennsylvania Turnpike *by American Bridge*

**T**HE structural steelwork for 43 bridges on the new sixty-seven mile extension of the Pennsylvania Turnpike was fabricated by American Bridge. American Bridge also erected 34 of these modern bridges, the two largest of which are shown above.

The completion of this final westward link in the super-highway further establishes American Bridge as the nation's greatest builder of bridges. No single company has built more bridges. None has built larger or more outstanding bridges.

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Feb. 1953



Harry R. Halloran, Philadelphia, left, chairman of the board of the Eastern Pennsylvania Highway and Heavy Chapter, receives the group's charter from James D. Marshall, A.G.C. assistant managing director.

» **THREE NEW** chapters were presented with charters of The Associated General Contractors of America in January, bringing the total number of A.G.C. chapters to 122.

They are: Mississippi Gulf Coast Chapter, a building group with headquarters in Gulfport, Miss.; The Contractors Association of Philadelphia and Eastern Pennsylvania (Eastern Pennsylvania Highway and Heavy Chapter), headquarters, Philadelphia, and the Wyoming Contractors Association, a building chapter with headquarters in Laramie.

Although the Mississippi Gulf Coast Chapter was officially chartered as the 120th A.G.C. chapter in September, 1952, the charter itself was not pre-

## Presentations of Three Charters Bring A.G.C. Chapter Total to 122

- Horner, Marshall, Werner, Make Presentations
- Groups Have Authority in Miss., Wyo., Penna.

sented at that time. It was accepted at ceremonies in Gulfport on Jan. 20 by J. C. McClendon, Jr., of Gulfport, president of the chapter, from W. Murray Werner, of Shreveport, La., a director of the national association.

George P. Hopkins and T. H. Sneed, both of Gulfport, are vice president and executive secretary respectively of the group, which has jurisdiction in the field of building construction in 11 counties of southern Mississippi. The chapter has 14 member-firms.

### Jurisdiction in 11 Counties

Other Mississippi A.G.C. chapters are: Associated Building Contractors of Mississippi (building), headquarters, Jackson; North Mississippi Chapter (building), headquarters, Meridian, and the Mississippi Valley Flood Control Branch, a highway and heavy construction group with members in Mississippi, Texas, Louisiana, Arkansas, Missouri, Tennessee, Illinois and Alabama; headquarters, Memphis, Tenn.

### Active in Labor Relations

The Eastern Pennsylvania Highway and Heavy Chapter, with jurisdiction over 54 member-firms in 34 counties comprising the eastern half of Pennsylvania, became the 121st A.G.C. chapter on Jan. 22 when James D.

Marshall, assistant managing director of the national association, presented a charter to Harry R. Halloran, of Philadelphia, chairman of the board of the new chapter, at a ceremony in Philadelphia.

Austin Meehan and H. A. Windisch, both of Philadelphia, are president and executive secretary, respectively. A major activity of the new chapter will be in the field of labor relations. It became the fifth Pennsylvania chapter of A.G.C. The others are: Constructors Association of Western Pennsylvania, headquarters in Pittsburgh, with similar jurisdiction in the western part of the state, and three building chapters—Philadelphia Chapter, Master Builders Association of Allegheny County, headquarters in Pittsburgh, and the Pennsylvania Builders Chapter, headquarters in Harrisburg.

### Horner Presents Charter

The charter of the Wyoming Contractors Association was presented by Arthur S. Horner, A.G.C. president, to N. A. Nelson, of Sheridan, Wyo., chapter president, at Cheyenne on Jan. 23. Frank Spiegelberg and Alfred M. Pence, both of Laramie, are vice president and executive secretary, respectively. The chapter, which has 15 member-firms, has jurisdiction for building construction throughout the

The ballroom of the Bellevue-Stratford Hotel, Philadelphia, was filled for the annual dinner of the Eastern Pennsylvania Highway and Heavy Chapter, at which the A.G.C. charter was presented.



state of Wyoming. Highway and heavy construction is under the jurisdiction of another A.G.C. chapter, the

Associated General Contractors of Wyoming, with headquarters in Douglas.



A charter for the Mississippi Gulf Coast Chapter is presented by W. Murray Werner, Shreveport (second from right), a national director, to J. C. McClendon, Jr., Gulfport, chapter president. George P. Hopkins, vice president, is at left. T. H. Sneed, right, is executive secretary. Both are from Gulfport.

## N. Mex. Building Branch Elects Testman

• Other Officers and Directors Named in Santa Fe Annual Meet



» John T. Testman, Albuquerque builder, was elected 1953 president of the New Mexico Building Branch, A.G.C., at the group's annual meeting, Dec. 6. He succeeded W. M. Cooper of Santa Fe.

H. D. Hughes, general contractor of Roswell, was elected vice president and O. G. Bradbury, Albuquerque builder, was re-elected secretary-treasurer. L. W. Cottle, Clovis, was elected to a one-year term as director-at-large and C. H. Arrington, Valley Building Co., Roswell, was elected for one year as director for District 3.

Re-elected as directors of the chapter are S. V. Patrick, Albuquerque, District 1 for three years; and John

Officers in picture above are, left to right: Charles H. Lembke, director; John T. Testman, president; H. D. Hughes, vice president; O. G. Bradbury, secretary-treasurer; and W. M. Cooper, immediate past president.

L. Rigsby, Gilchrist Construction Co., Las Cruces, District 4 for three years.

The branch elected the following to the labor-management negotiating committee: J. R. Brennand, Santa Fe; C. R. Ransey, Maxey & Leftwich, Lubbock, Tex.; Raymond Griggs, Clovis; K. L. House, C. H. Lembke, T. C. Styron and S. E. Whittmore, all of Albuquerque; and Messrs. Arrington and Bradbury.

## A.G.C. of North Dakota Meets

Francis Butler, Butler Construction Co., Grand Forks, was elected president of the A.G.C. of North Dakota at the chapter's annual meeting in Fargo, Dec. 8-9.

William Gillanders, Grand Forks, was elected vice president of the builders' division; Ken Collins, William Collins & Sons, Inc., Fargo, vice president of highway and John B. Jardine, Jardine Bridge Co., Inc., Fargo, secretary-treasurer. W. A. Bastedo, Bismarck, continues as manager.

Mr. Butler succeeds A. C. Johnson, Meinecke-Johnson Co., Fargo, retiring president of the association who also resigned as a member of the board of directors. Mr. Gillanders was elected to serve out Mr. Johnson's unfinished term on the board.

Other directors named to serve three-year terms were John W. Warson, Sr., Bismarck, builders' division; Archie Campbell, Warwick, highway division and Paul R. Kemper, Minot, municipal division.

Mr. Bastedo commented after the convention that the joint committee meetings between the chapter and architects, highway officials and consulting engineers were "extremely successful"—so much so that when all the reports are compiled there will be enough work to keep them busy for two years.

Archie N. Carter, manager, Highway Contractors' Division of the national A.G.C., discussed the "five m's" of the construction industry—market, materials, machines, manpower and management.

Col. R. J. B. Page, district engineer, Corps of Engineers, said his office favors small business concerns whenever possible when contracts are to be let. In case of a tie in bids, Col. Page added, preference is given to the small concern.

Tracing the history of the Garrison Dam being built on the Missouri River, he said it will offer some flood protection in 1954 and by April 1955 will be generating power.

**McAndrew McCall** has been named chief design engineer of the Construction Department, Machinery Division of the Dravo Corp., Pittsburgh.

Mr. McCall was formerly chief engineer and general superintendent of a South American construction firm.



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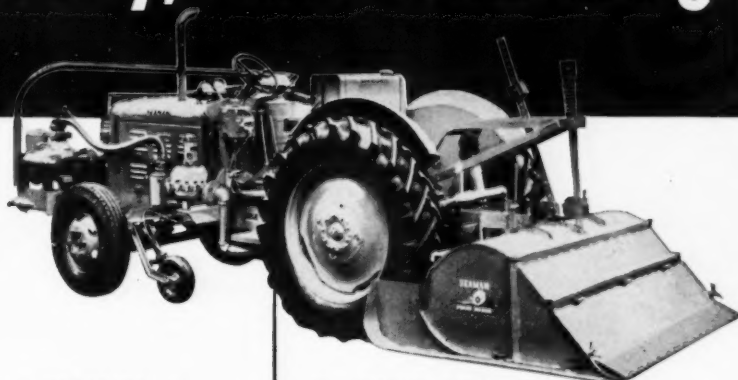
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## San Diego Builders Expect Good Year



Chapter Officers for 1953

San Diego builders erected 17,500 houses in the area last year and they expect to maintain this record-breaking pace in 1953, officers of the San Diego Chapter, A. G. C., told its annual meeting Jan. 8.

C. A. Larson, retiring president of the chapter, looked with satisfaction at the all-time construction records set in San Diego when he handed the gavel to his successor, Robert M. Golden, M. H. Golden Construction Co., in ceremonies at El Cortez Hotel.

In accepting the symbol of his new office, Mr. Golden said that he anticipates the dollar volume of San Diego building in 1953 will at least

equal last year's record total.

William C. Chambers, Chambers Steel Co., was elected vice president for 1953 and, along with Mr. Golden, serves on the board of directors. Other board members elected are C. A. Larson, Earl E. Harris, Raymond A. Preston and Fred R. Foelsch, who represents affiliate members.

In picture above chapter officers for 1953 are, left to right (seated): Martin A. Mathias, manager; Robert M. Golden, president, and Raymond A. Preston, director; (standing) Chris A. Larson, retiring president; Fred R. Foelsch, director; and William C. Chambers, vice president.

## Mont. Chapters Meet Jointly

The Montana Contractors' Association, Inc., and the Montana Building Chapter, Inc., the A.G.C.'s two chapters in that state, held their annual meetings jointly in Butte, Jan. 9-10.

Boards of directors of the two groups met before the convention formally opened to discuss mutual problems. Following this, E. J. Decker, McKinnon-Decker Co., Helena, retiring president of the building chapter, called the convention to order. The following day Edward M. O'Neil, O'Neil Construction Co., Havre, presi-

dent of the contractors association, presided over the last day of the convention.

Mr. O'Neil, along with Vice President Stephen A. Birch and Treasurer Frank Fly were re-elected to their posts in the contractors' association.

The Montana Building Chapter elected new officers in Frank P. Messmer, Haggerty-Messmer Co., Bozeman, president; Charles D. Holm, Holm Construction Co., Glendive, vice president; and L. G. Hardy, Cahill-Mooney Construction Co., Billings, treasurer. J. W. Marlow remains as secretary-manager for both groups.

## Tennessee Elects Officers

The Tennessee chapters of the A.G.C. elected Fred Wright, Fred Wright Construction Co., Nashville, as president at the annual meeting, Dec. 6, in Chattanooga. He succeeds J. E. Green, of Johnson City.

Other officers elected were Blair Shannon, Johnson City, secretary; and J. A. Kelly, Nashville, re-elected treasurer.

During the meeting the contractors discussed the safety program sponsored by the national association, apprentice training, labor and wages.

Grover Estes, Memphis contractor, spoke on the success of a supervisor training program recently held in Memphis by the University of Tennessee in cooperation with the Memphis Chapter, A.G.C. At the close of the program, certificates were issued to 74 foremen and superintendents who participated.

Mr. Estes estimated that such programs, on a nation-wide basis, would save the construction industry millions of dollars each year by eliminating wasteful operations and advocating proper advance planning.

Chattanooga Chapter was host for the meeting.

## J. E. Thomas, Contractor, Dies

J. E. Thomas, 66, Texas highway contractor and former district director of The Associated General Contractors of America, died at his home in Rogers Dec. 26.

Mr. Thomas was a partner of Thomas & Ratliff Contracting Co., Rogers, founded in 1918 as Thomas, Ratliff & Wear. He was responsible for many construction projects in Dallas County and the surrounding area.

In World War I Mr. Thomas served as a captain in the Army. He later became a member of the Masonic Lodge and a Shriner.

Surviving are his widows; two sons, E. P. Thomas, of Madisonville and F. L. Thomas, of Fort Worth; two daughters, Mrs. Edward Bigham, of Belton and Mrs. Joseph Moore, of Nacogdoches; his mother, Mrs. Annie Thomas, of Rogers; two brothers, Dr. John C. Thomas, of Austin and Mike Thomas, of Uvalde and a sister, Mrs. Byron Hammersmith, of Belton.

Funeral services were at the family home and burial was in Reed's Lake Cemetery.

## Mo. Seeks to Spend \$50 Million on Roads

• 1953 Part of \$557 Million 10-year Plan to Be Contracted

» MISSOURI'S state highway commission hopes to let \$50 million worth of highway improvements to contract this year, Rex M. Whitton, chief engineer, told the A.G.C. of Missouri convention Jan. 7-8 at Kansas City.

Mr. Whitton stressed that expenditures will depend on new legislation to provide the money for the state's 10-year highway modernization and expansion program, estimated to cost \$557 million. Last year the state allocated more than \$36 million for road construction.

If the commission's current plans can be adopted, and if the money is made available, some \$40 million of this year's work will be contracted through May 28, he added.

Col. L. J. Lincoln, district engineer for the Kansas City district, outlined the Corps' construction program in the Missouri Basin and spoke on labor disputes in the area.

"More than 500,000 man-hours have been lost since last July on Kansas City district military projects. This uncertainty has discouraged bidding on local military jobs and gives rise to reluctance on the part of military authorities to locate additional defense facilities in the area," Col. Lincoln added.

### Dispute Last Month

Cited specifically was last month's dispute—the third in recent months—at the Lake City arsenal where 400 construction workers walked out because of alleged restrictions on union representatives.

Milton F. Duvall, president of the Missouri Good Roads Association, addressed the convention on "Where Do Our Roads Lead Us?" And, Guy C. Kiddoo, vice president of the First National Bank of Chicago, spoke on the financial side of the contracting business.

New officers for the coming year were elected as follows:

Robert M. Hoover, Kansas City Bridge Co., Kansas City, president; H. W. Masters, Masters-Jackson Paving Co., Springfield, president; and E. W. Menefee, W. J. Menefee Construction Co., Sedalia, treasurer. Mr. Hoover succeeds Frank L. Rolfe, Harrison Engineer & Construction Corp., Kansas City, the retiring president. E. C. L. Wagner, Jefferson City

continues as manager of the chapter.

Some 500 persons attended the 27th meeting of the association, divided about evenly between members and dealers, manufacturers and suppliers.

Twenty-five-year membership certificates were presented to qualifying members.

### Flood Control Branch Meets

J. W. Rodgers, H. N. Rodgers & Sons Co., Memphis, was elected president of the Mississippi Valley Flood Control Branch of the A. G. C., in annual meeting Jan. 17 at New Orleans, succeeding G. W. James, Ruston, La.

C. R. Weymouth, Weymouth Construction Co., Memphis, was elected vice president and C. W. Vollmer, C. W. Vollmer & Co., Inc., Houston, was elected vice-president-at-large.

The directors did not name anyone to replace Maj. Gen. Robert Crawford (Ret.), who had been general manager of the contractors' group for the past four years and as executive vice president of the Mississippi Flood Control Association.

Gen. Crawford resigned to become vice president of the Foundation Co., New York City, a contracting firm.

A committee from the flood control association met with the contractors to discuss the selection of a successor to the general for both groups, but no action was taken at that time.

The flood control branch is made up of contractors from all parts of the nation and the flood control association is a group of state levee districts in Louisiana, Arkansas, Mississippi, Tennessee, Kentucky, Missouri and Illinois.

### Kansas City Elects Long

Robert W. Long, a district director for the national A.G.C. in 1951-52, was elected president of the Kansas City (Mo.) Chapter of the A.G.C., at the group's annual meeting Dec. 20.

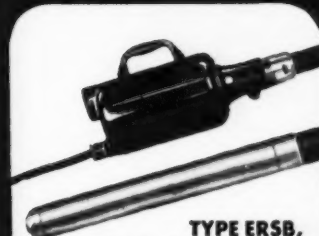
Other new officers elected are: C. Wells Haren of the Haren & Laughlin Construction Co., vice president; U. B. Senter, Winn-Senter Construction Co., treasurer; and William W. Hutton, who was re-elected as executive secretary.

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## Utah's Road Needs Set for Next 20 Years

• \$250 Million Program Outlined to Intermountain Branch,

» A RECENT state survey revealed that a quarter of a billion dollars, to be spent over the next 20 years, is necessary to bring Utah highways up to "adequate standards," the 31st meeting of the Intermountain Branch, A.G.C., was told last month.

E. G. Johnson, chief engineer of the State Road Commission, in addressing the opening session of the convention, added that "Utah is not rebuilding its roads as fast as they are wearing out." Also, he estimated that even a short-term construction program of urgently needed improvements would cost \$71 million. As a stop-gap measure, Mr. Johnson recommended spending at least \$15 million annually on Utah's highways for the next five years.

Welton A. Snow, manager, Building Division national A.G.C., told the convention that total construction in the nation for 1953 will top last year's volume by more than \$1 billion. He predicted that the next three years would be good years for general contractors since a construction backlog of more than \$68 billion exists at the present time.

### Controls to Expire

He predicted that Congress would probably permit price, wage and materials controls to expire but would consider favorably standby controls.

James Wade, state superintendent of buildings, told the contractors that since 1949 the state had completed or had under construction some \$14.5 million in new facilities.

Other speakers addressed the meeting on industrial insurance, labor problems and the business outlook for the coming year.

At the afternoon session Jan. 9, Harold Whiting, partner of Whiting & Haymond, Springville, was elected president for 1953. He succeeded Walter Christiansen of Salt Lake City.

Other officers elected include: Edward H. Dorland, E. H. Dorland Construction Co., Salt Lake City, vice president and Wallace Smith, Enoch Smith Sons Co., Salt Lake City, secretary-treasurer. C. M. Brown remains as manager of the organization.

Directors elected for two-year terms are Richard Reed, highway division and Herman Faulsen, building division, both of Salt Lake City, and William J. Nelson, of Logan, to the north

section of the highway division.

Special awards for outstanding service to the association and the construction industry were presented to Charles Reed, founder of Gibbons and Reed Co., Salt Lake City and to the late Ellis W. Barker, former president of Ellis W. Barker Co., and also of Salt Lake City, who died last October.

More than 1,500 persons attended the two-day meeting at the Salt Lake Hotel, Mr. Brown told reporters.

### Building Conference Praised

Colorado Building Chapter of the A.G.C., in annual meeting Dec. 2, praised the Building Industry Conference for the "valuable information" it dispensed to builders in the state last year.

Sponsored by the University of Colorado, the conference, which held its 1953 meeting last month in Boulder, has the full support of the A.G.C. chapter.

The bargaining committee report to the convention told of increased activity last year and completed agreements with seven labor unions. Such documents, the report added, are an indication of better labor relations in the future years.

Each year chapter members present the Bate-Petry Memorial Award to the individual who has performed "the most worthwhile service" to the group. The 1952 citation went to James B. Kenney, James B. Kenney, Inc., a district director for Colorado.

In a move toward better human relations, all segments of the state's building industry are contributing to the construction of a cerebral palsy center in Denver, the convention was told. It is hoped that the modern training center can be presented debt free to the local cerebral palsy association in the early months of this year.

The chapter's officers were re-elected for 1953. They are: President Gerald H. Phipps, Gerald H. Phipps, Inc.; Vice President Nicholas R. Petry, N. G. Petry Construction Co.; Treasurer Keppel Brierly, J&K Construction Co.; and Secretary David A. Olson, Olson and Hart, all of Denver. W. S. Hibberd remains as secretary-manager.

## New Officials In Memphis



Mr. Sharpe (left) and Mr. Cassidy

Memphis Chapter of The Associated General Contractors of America, Inc., installed its new president in annual meeting Dec. 11.

Director W. L. Sharpe, W. L. Sharpe Contracting Co. (left), passes the gavel to John Cassidy, Seth E. Gien & Associates, elected president for 1953. Mr. Cassidy replaces Retiring President George D. Wible, S. & W. Construction Co. J. Walter Jones, Jr., Wessell Construction Co., was elected vice president and W. W. MacLaughlin, Jr., remains secretary-manager.

In addition to the five officers already named, the board of directors includes C. L. Stehle and J. Grover Estes, Consolidated Contractors; W. B. Clark, Clark & Fay, Inc.; D. M. Dougherty, Dougherty-Liddell Construction Co.; N. F. Maury and John Wedaman, Maury & Wedaman; and Seth E. Gien.

### Rives Elected in Alabama

New president of the Alabama Branch, A.G.C., is J. Vell Rives, Rives Construction Co., Birmingham, who was elected to the post Dec. 5. He was installed at the annual meeting Jan. 16.

Mr. Rives succeeds another Birmingham man, W. R. J. Dunn, Jr., Dunn Construction Co., who was elected to the board of directors.

Elected first vice president was Herbert Warren, Warren Brothers Roads Co., Birmingham; and chosen second vice president was John Latham, Sullivan, Long & Hagerly, of Bessemer.

A. L. Sullivan, a Birmingham contractor, was elected treasurer; and Houston Brice, Jr., Brice Building Co., Birmingham, was named chairman of the board of directors.

### Truck Weight Tax Favored

Highway contractors in Indiana recently heard calls for a weight-distance tax on heavy trucks and an increase in state gasoline tax rates to step-up "sorely needed" highway construction, maintenance and bridge-building programs.

Samuel C. Hadden, Indiana Highway Commission chairman, told the 29th annual convention of the Indiana Highway Constructors, Inc., Dec. 1-3, in French Lick, that he favors the weight-distance tax "without any evasion or equivocation. . . . If the people of Indiana want new roads and needed improvements on existing highways to handle the tremendous increase in vehicular traffic, it's going to take more money."

Waldby Duggleby, president of the Indiana County Commissioners Association, endorsed the weight-distance tax and called for a two-cent-per-gallon boost in gasoline taxes.

Bruce Short, secretary of the Toll Road Commission, reported on the progress of the Northern Indiana toll highway. He said that engineers are being hired to estimate cost of the 140-mile turnpike which will run in the neighborhood of \$150 million.

Mike Ryan, Ryan Construction Corp., Evansville, was re-elected president for the new year along with Robert C. Moellering, Moellering Construction Co., Ft. Wayne, vice president, Bert Johnson, Indianapolis, secretary-treasurer, and W. M. Holland, executive secretary.

Special guests at the meeting were National A.G.C. President Arthur S. Horner, Denver, and Assistant Managing Director James D. Marshall, Washington, D. C.

### Joint Meet In New England

Construction problems in northern New England were discussed at a joint meeting at which the A.G.C. of New Hampshire-Vermont was host to the A.G.C. of Maine Dec. 12 at Manchester, N. H.

In an afternoon session the builders discussed labor relations, availability of materials, subcontractor relationships, accident prevention, national legislation, and business trends for construction. William J. Salter, Stewart & Williams, Augusta, president of the A.G.C. of Maine, presided.

Highway contractors at their ses-



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#14 of a Series

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## CHAPTERS • BRANCHES

sion discussed Project Adequate Roads, availability of materials, construction and maintenance by contract, prequalification, engineers' compensation, labor relations, and the benefits of A.G.C. membership. Frank W. Whitcomb, president of the A.G.C. of New Hampshire-Vermont, presided.

### Winkelman Speaks

Dwight W. Winkelman, D. W. Winkelman Co., Syracuse, N. Y., and A.G.C. past president, delivered the banquet address. Acting Governor Blaylock Atherton welcomed the group, and D. Frank Shea, Chairman, Manchester Water Commission, presented the keys to the city to Mr. Winkelman on behalf of Mayor Joseph Benoit. Vin R. Swanburg, Swanburg Construction Co., Manchester, was toastmaster. William E. Woodruff,

manager of public relations for the A.G.C., and William E. Dunn, national staff, Washington, D. C., were present at the meeting.

John Jacobson, Jr., of Manchester was elected president of the New Hampshire-Vermont A.G.C., succeeding Frank W. Whitcomb, Frank W. Whitcomb Construction Corp., North Walpole, N. H.

Other officers elected were E. David Swett, Winchester, N. H., vice president; David W. Davison, Manchester, secretary; Arthur Whitcomb, Arthur Whitcomb Construction Co., Keene, N. H., treasurer. New directors are Guy E. MacMillin, The MacMillin Co., Keene; O. W. Miller, Miller Construction Co., Windsor, Vt.; J. Paul Griffin, Portsmouth; and Walter Adams, W. M. Adams & Sons, Burlington, Vt.

## Central La. "Drafts" Jones for 4th Term



Long's Studio

» MEMBERS of the Central Louisiana Chapter, A.G.C., know when they have a good thing:

That's why they refused the resignation of President Robert J. Jones, who was re-elected for his fourth straight term.

President Jones tendered his resignation immediately after he was re-elected at the 3rd annual convention, in Lafayette, Dec. 6, saying that he thought the office should be rotated among chapter officers.

Members had a different idea about rotation and promptly rejected his resignation. So it looks like Mr. Jones has won again, in spite of his attempts to retire.

J. E. Ratcliff, of Alexandria, was elected treasurer; James A. Eiland, Jr., also of Alexandria, and Joseph Gossen, Lafayette, elected vice presidents and Herbert C. Gremillion, A.

Officers left to right: S. P. Eggers, Jr., executive secretary; James A. Eiland, Jr., vice president; R. J. Jones, president; Joseph Gossen, Jr., vice president; and Herbert C. Gremillion, secretary.

A. Gremillion & Co., secretary. Frank Miller, of Lake Charles, president of the state's A.G.C. council, traced the history of construction over the thousands of years that Man has populated the earth.

He began with a hypothetical account of the cave man's feeble attempts to build with clay, reeds, sticks and stones, and spanned the centuries to include the construction of the pyramids, China's great wall, and also Christendom's great cathedrals. In concluding, he said that the general contractor stood willing and able to help insure the nation's economy.



### New Jersey Elects Warner

The A.G.C. of New Jersey announced the election of new officers last month with Jack H. Warner, Marsellis-Warner Co., Montclair, installed as president for the coming year. He succeeds Henry J. R. Dorer, Ell-Dorer Contracting Co., of Irvington.



Mr. Warner

R. B. Jaggard was elected first vice president and William H. Weldon, Weldon Contracting Co., second vice president. The new secretary and treasurer is Angelo Villa, Villa Contracting Co., Inc., and assistant secretary and treasurer is J. B. Mathews, S. J. Groves & Sons Co.

Hugh J. Connelly remains as general manager of the chapter.

Trustees appointed for 1953, in addition to the new officers listed above, include Frederick M. Arnolt, Joseph Larkin, Jr., F. E. Schroder, Francis A. Canuso, Jr., and Mr. Dorer.

Special guest at the meeting was New Jersey Gov. Alfred E. Driscoll.

### Baltimore Builders Meet

Baltimore Builders Chapter of the A.G.C. held its annual convention Jan. 7 beginning with a dinner followed by the business meeting, including committee reports and the election of officers for 1953.

Herbert J. Leinbach, Leinbach Construction Corp., was elected president succeeding Walter H. Goertz, Morrow Brothers, Inc., for this year.

Herman Berger, Jr., Consolidated Engineering Co., Inc., was elected vice president; Henry J. Knoche, John K. Ruff, Inc., was elected as a director for 3 years, succeeding Parlett L. Davis, Davis Construction Co.

The two remaining directors serving on the board are Philip Vizzini, Philip Vizzini & Son, Inc., and Herbert Frantz, Sr., Frantz Construction Co. Ralph W. Young, Young & Adams, Inc., secretary-treasurer of the chapter, has one more year to serve.

In appreciation for Mr. Goertz's work as president, the chapter made him a present of an electric blanket.

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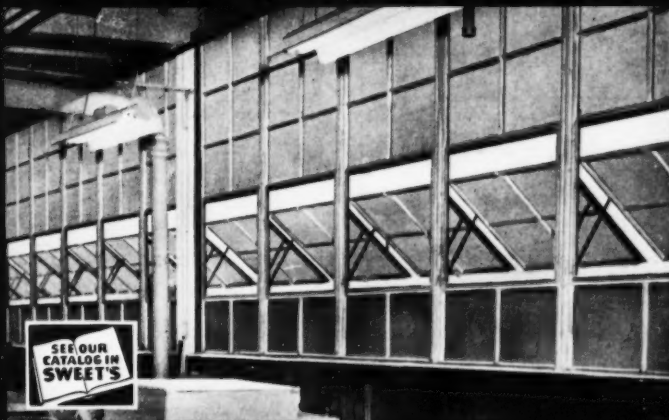
The bulb tee makes the strongest vertical sash bar.

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## Municipal Construction by Contract Gaining

### • Too Expensive to Maintain Own Work Crews in Some Cities

» THERE IS a growing trend to private enterprise in municipal construction projects because many cities are finding it too expensive to maintain their own engineers, construction crews and equipment, the directors of the Municipal Contractors Association,

A.G.C., Dallas, reported in annual meeting Nov. 30-Dec. 1.

It is proving cheaper to award contracts by competitive bidding to private contractors, especially in smaller cities, the directors added.

James M. Sprouse, assistant man-

ager of the A.G.C. Heavy Construction and Railroad Contractors' Division, Washington, addressed the business meeting on improvements of specifications and contract documents that have been obtained by cooperative work of A.G.C. task committees with the Army Corps of Engineers, Bureau of Reclamation, Navy Bureau of Yards and Docks and the task unit on municipal specifications, of which F. S. Oldt, past president of the Municipal Contractors Association, is chairman.

He also described the value of national A.G.C. cooperative committees with other associations, and the potential of the newly-formed joint committee with the American Public Works Association.

William Gill, Jr., Pennington-Winter Construction Co., Oklahoma City, presented the group's new safety manual entitled "Confidential—For Management Only." (See page 66).

In his annual report to the board of directors, Managing Director R. M. Dixon, Dallas, predicted that the new Administration will release its "throttle-hold on the construction industry and will give the go-ahead signal to a lot of work that was practically brought to a halt in 1951-52."

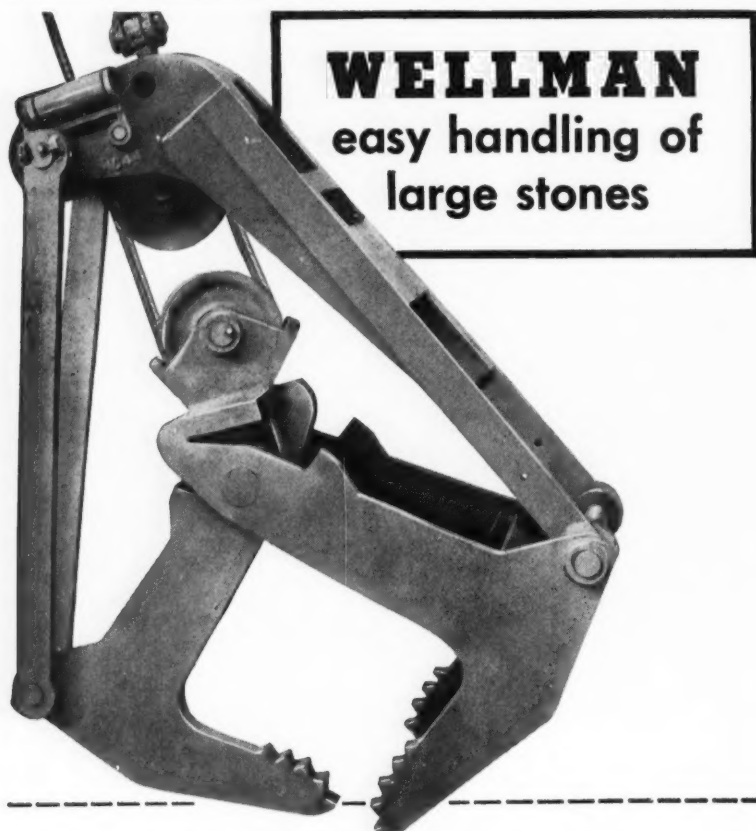
### Smaller Cities Encouraged

He said that smaller municipalities should feel encouraged to go ahead with a lot of work now that "the red-tape of government controls is being reduced." This should be brought to the attention of architects and engineers so that they can inform the awarding bodies, he added.

Mr. Dixon said the creation of the committee with the public works association gives promise of many accomplishments.

The Texas Construction Council, composed of representatives of the League of Texas Municipalities, Texas Society of Professional Engineers, Texas Institute of Architects and the Municipal Contractors, considered such problems as a uniform type of agreement for engineering services when procured by public bodies, a manual for administrative officials in connection with public works contracts, investigation and reports on water problems affecting municipalities, prevailing wage rates for federal works and the design responsibility of architects and engineers, said Mr. Dixon.

Improved public relations last year were announced in the report, including the publication of a monthly release sent to 1,500 public officials and



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## CHAPTERS • BRANCHES

others interested in construction.

Other speakers reported on water pollution, market development, accident prevention, public relations, insurance and labor relations.

Guest speaker at the annual banquet was Democratic Congressman-elect Martin Dies who pledged his support of the Eisenhower Administration so long as it is for the "good of the country."

Association officers were re-elected to serve again this year. They are: A. J. McKenzie, McKenzie Construction Co., San Antonio, president; L. H. Durst, Brown & Root, Inc., Houston, vice president; and R. D. Whittle, R. D. Whittle Construction Co., Dallas, secretary-treasurer.

### 41st Annual Meet in Iowa

Master Builders of Iowa, A.G.C. chapter composed of building construction firms throughout the state, held its 41st annual convention Dec. 9-10 in Des Moines.

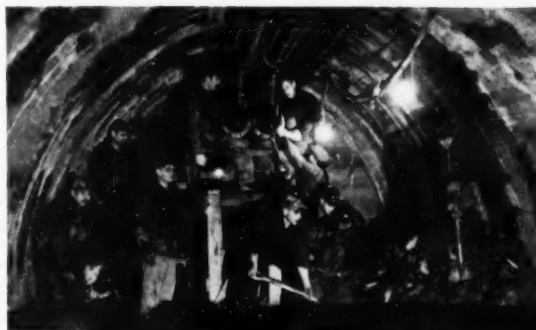
Delegates elected a new slate of officers and directors for 1953, held business meetings with allied industry groups and heard addresses from national A.G.C. officers, government officials, labor representatives, subcontractors and architects.

Gordon F. Wickes, Wickes Engineering and Construction Co., Des Moines, was elected president. K. W. Gethmann, Gethmann Construction Co., Inc., Gladbrook, vice president; B. A. Johnson, Johnson Engineering and Construction Co., Storm Lake, secretary; and Carl Henkel, Henkel Construction Co., Mason City, treasurer. W. W. Moeller is executive secretary.

In addition, the following board of directors was named: W. A. Klinger, Sioux City; Charles Loomis, Loomis Brothers, Cedar Rapids; Paul McCorkle, Paul McCorkle Construction Co., Sac City; Aaron Miller, John G. Miller Construction Co., Waterloo; and Clarence W. Smith, Smith Construction Co., Inc., Ft. Madison. Messrs. Klinger, Loomis and Miller were elected to three-year terms.

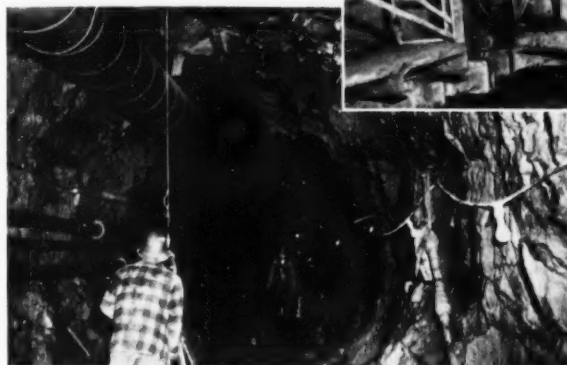
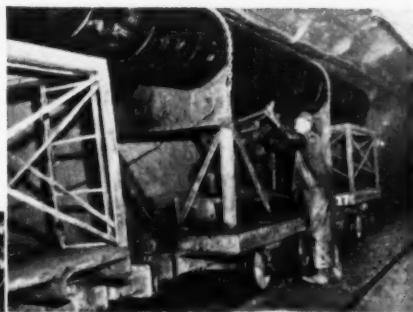
The convention is said to have been one of the best-attended, with better than 70% of membership present.

Among the special guests were C. P. Street, Charlotte, N. C., A.G.C. president-elect; James D. Marshall, assistant managing director and Welton A. Snow, manager, Building Division.



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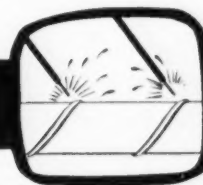
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## Chapters Announce Elections of Officers

Several chapters and branches of The Associated General Contractors of America have elected 1953 officers at recent meetings as follows:

**Spokane Chapter** of the A.G.C., which postponed its annual meeting from Dec. 8 to Dec. 18, elected Dewey Murrow, F. R. Hewett & Co., presi-

dent; Lafe Materne, Materne Brothers, and James Crick, James Crick & Sons, vice presidents. Mr. Murrow succeeds N. A. Degerstrom, president last year.

Directors elected are Frayne McAtee, McAtee & Heather; and John Clifton, Clifton & Applegate Co.

**Oklahoma Builders' Chapter** elected the following as new directors: Fred Anderson, Industrial Construction Co.; Walter Nashert, Walter Nashert Co.; D. A. Harmon, Harmon Construction Co.; John M. Dunning, Charles M. Dunning Construction Co.; and Haskell Culwell, Haskell Culwell Construction Co., all of Oklahoma City; and John Bond, Ditmar-Dickmann-Pickens Construction Co., Muskogee.

Holdover members of the board of directors are H. R. Lohmann, H. R. Lohmann Co.; and Larry T. Brooks, Larry T. Brooks Construction Co., both of Tulsa; and Robert Parks, Frederickson-Parks, Inc., Oklahoma City.

**A.G.C. of Delaware** elected P. C. Van Sant, Van Sant Brothers, Inc., Wilmington, as president at the annual meeting, Dec. 16, in the Hotel DuPont, Wilmington. Other officers elected are: W. Albert Haddock, Jr., first vice president; John Dangel, second vice president; James Julian, third vice president; D. M. Fontana, treasurer and Francis E. B. McCann, who was re-elected executive vice president and secretary.

**San Antonio Chapter**, of the A.G.C., in annual meeting Dec. 14, elected the following officers for the new year: Thomas A. Sheehan, A. E. Rheiner & Co., president; Dee Forgy, Forgy Construction Co., vice president; and G. W. Mitchell, treasurer. Mr. Sheehan succeeds John C. Worcester.

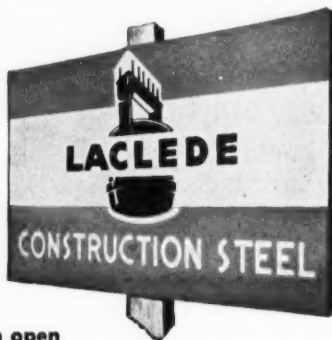
**Waco Chapter**, meeting Dec. 4, elected Joe L. Hicks, Hicks Construction Co., as the 1953 president. W. P. Sparks, building contractor, was elected vice president; and Harlan Hackbarth, Smith Building Co., was elected secretary-treasurer. The officials took office Jan. 7. Brooks W. Pearson continues as manager.

**Southern California Chapter** elected to its various divisions the following directors: building—R. A. Smith, Donald E. Reed, Fred Frandsen, Ray A. Myers, and J. V. Quinn; engineering—Spencer Webb, Harry L. James, B. P. Willis, and Merrill Dixon; highway—Harvey Kruse, James L. Ferry and John J. Swigart; misc.-utilities—M. F. Kemper, Donald E. Kelbey, William E. Irish and R. A. Wattson; affiliate—K. W. Kendrick and W. W. Shepherd.

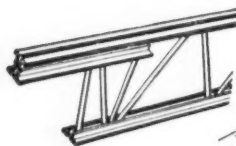


New Scruggs Vandervoort Barney department store in fashionable Clayton, Missouri. Architect: Harris Armstrong. Consulting Engineer: Neal J. Campbell. Contractor: Gamble Construction Co.

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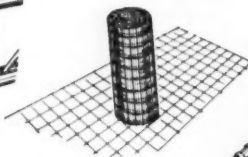


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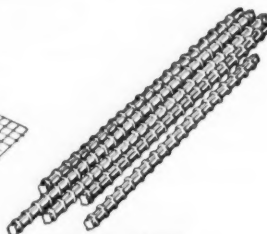
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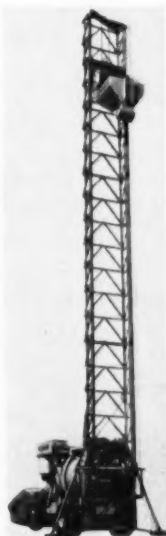


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Portable tower attachment enables 16-E "Twinbatch" to mix and discharge concrete up to height of 48½' above ground level. Available in 40' and 60' lengths, tower is raised and lowered in few minutes by hydraulic rams. Outriggers stabilize tower. Complete attachment, consisting of tower, 40 cu. ft. hopper and 21½ cu. ft. concrete bucket, is interchangeable with 16-E's power-controlled elevating boom.

In operation hopper remains at stationary level. Hoist bucket travels up and down, delivering mixed concrete from mixing drum and discharging automatically into hopper. Clam-type discharge gate on tower is manually operated and extends 4½' away from tower. Hopper may be spotted at any 6" increment along face of tower and can be positioned in any of 3 directions.

**Field Service Station—**Fargo Foundry Co., Fargo, N. Dak. Mobile servicing unit which can be installed in pick-up truck, consists of gasoline tank, air compressor, pressure lubricator and air storage tank.

**Trench Roller—**All Purpose Spreader Co., Elyria, Ohio. Model DTR-552 has 2 compression rolls (20" wide, 60" diameter) each steering independently so that rolls can track for double compression or can be paralleled for extended width rolling. Rolling width range is from 20" to 39". Machine exerts pressure of 250 lbs. per lineal inch without water ballast and up to 345 lbs. with full ballast on each roll. For each compression roll there is compensating leveling wheel that is hydraulically raised, lowered and steered. Each leveling wheel steers in conjunction with and is synchronized with compression rolls. There are 2 speeds forward and 2 reverse. It is equipped with sprinkling system and scrapers.

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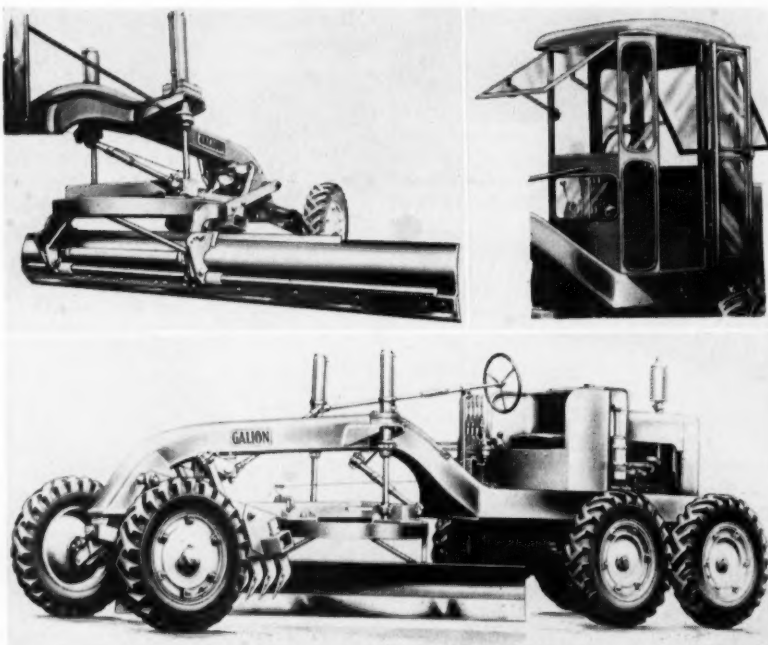
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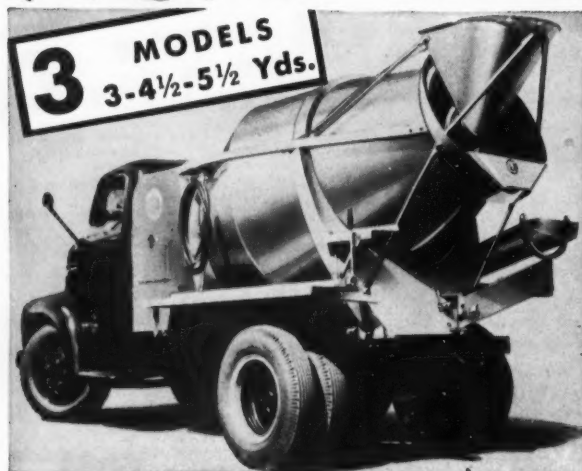
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**Grader**—Galion Iron Works & Mfg. Co., Galion, Ohio. Model 503 motor grader features positive 4-wheel tandem drive; extra-strong, box-type high-arch frame; heavy 4" square solid steel drawbar with heavy-duty ball-and-socket connection to head block; extra-large hydraulic cylinders. Direct drive hydraulic pump supplies power for operation of controls. Grader is driven by 40 h.p. gasoline engine. It has 4 forward speeds of 2.3 to 20.4 m.p.h. and high reverse of 4.3 m.p.h. It has high-clearance front axle, 6.00-20 front tires and 7.50-20 rear tires. Grader weight is 8,720 lbs. and blade pressure is 4,975 lbs. Hydraulic shiftable moldboard is operated from cab and has horizontal travel of 30" providing 45" maximum reach right or left outside front tires. Full-size enclosed all-steel cab permits operator to work in standing position. Leaning front wheels are available as extra. Among other optional equipment are V-type hydraulic scarifier, 2 larger sizes of front tires, one larger size of rear tires and 36.7 h.p. diesel engine.



Galion Model 503 tandem drive motor grader. Above, left, hydraulic shiftable moldboard; right, removable cab of standup height.

# PAYS OFF WITH BIGGER PAYLOADS



**RUGGED!** loaded with **MONEY-MAKING** FEATURES yet **LOW PRICED & LIGHT WEIGHT**

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- Thoro-Mix action. Mixes and discharges all slumps.
- Simplest of all. No maintenance or service problems.
- Now available as 3-4½-5½ yd. mixer.

Construction Machinery Co's., Waterloo, Iowa

# TRANSCRETE TRUCK MIXERS



**Crane**—*Thew Shovel Co., Lorain, Ohio.* Lorain "Moto-Crane" model MC-524 and Lorain self-propelled model SP-524 have 30-ton lifting capacity. Moto-Crane turntable is mounted on automotive type 3-axle carrier having 10 speeds forward and 2 reverse. It can travel over highway at 30 m.p.h. Double rear axle bogies enable it to travel over soft ground and rough terrain. Gasoline and diesel power plants are offered. Carrier is available with 2 rear driving axles only (6 x 4) or with additional front driving axle (6 x 6). Air brakes and air assist steering are standard equipment. Self-propelled model consists of same basic 30-ton turntable mounted on 3-axle carrier that is propelled by turntable engine which may be gasoline or diesel. Drive is on 2 rear axles only. There are 4 speeds in both directions with top travel speed of 7½ m.p.h. SP-524 is available as crane and dragline only. Crane boom can be extended to 100' in length to which can be added 25' tip extension.



Thew Lorain Model MC-524

**Gun Tacker**—*Arrow Fastener Co., 1 Junius St., Brooklyn 12, N. Y.* T-50 gun tacker shoots wedge-pointed high-gage carbon steel wire staples up to ⅝" leg length. Designed for applying insulation materials, building papers, batt wool and foil, canvas, roofing felt, shingles, sidings, ceiling tile, paper linings in concrete forms, wiring, sign posting, it has spring action working on principle of double leverage. Patented mechanism prevents jamming or clogging of staples and permits only one staple at time to be ejected from staple track. It holds 125 staples.



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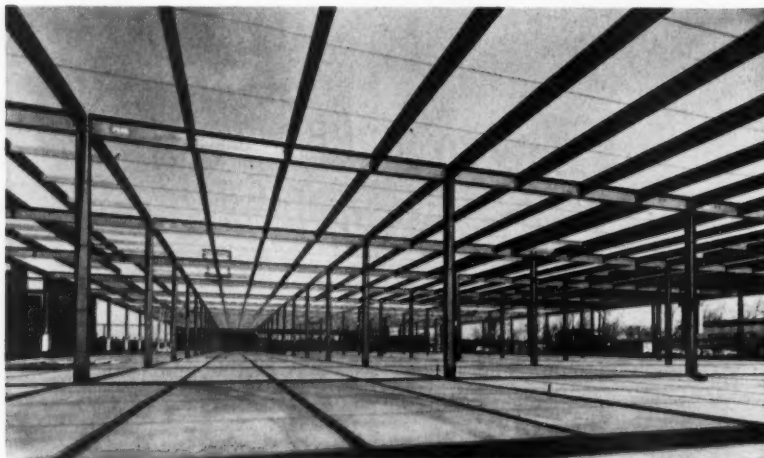
Try Armco Corrugated Metal Structures for that next drainage job. You'll like its time-saving, cost-cutting advantages. Write for complete information on your specific needs. Armco Drainage & Metal Products, Inc., 1763 Curtis Street, Middletown, Ohio. Subsidiary of Armco Steel Corporation.



**Sealing Compound Applicator**—Phillips Products, Inc., 1442 W. 10th St., Cleveland 13. Applicator is designed to apply ready-mixed, cold-applied sealers in joints and cracks in concrete and asphalt construction. Sealer is pumped through applicator which is provided with 3 nozzles— $\frac{1}{4}$ " width for contraction joints,  $\frac{3}{8}$ " for contraction and construction joints and  $\frac{1}{2}$ " for expansion joints.

**Masonry Saw Conversion Kit**—Robert G. Evans Co., 6315 Brookside Plaza, Kansas City 5, Mo. "Target" kit for converting dry saws to wet cutting consists of steel reservoir for water, electric pump for re-circulating, machine tubing and spray nozzles with inset holders and canvas back drop. It can be installed on job. Different models are available for different size saw frames.

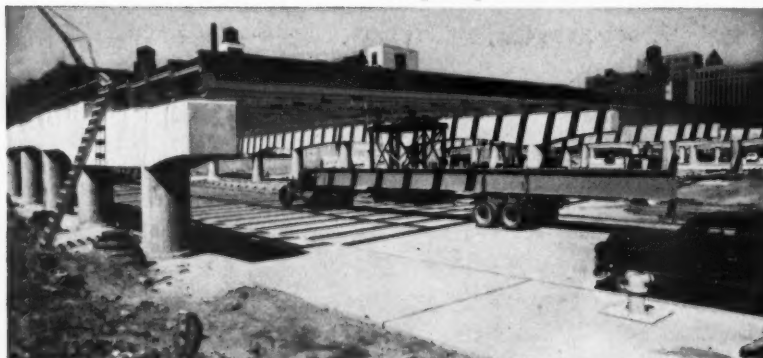
**Pipe Detector**—Detectron Co., 5631 Cahuenga Blvd., North Hollywood, Calif. Improvements in re-designed Model 505 pipe detector include sharper cut-off (which makes it possible to detect separately 2 buried pipes running close together), longer battery life and greater circuit stability. With instrument pipes and cables whose location is unknown can be quickly detected and their depth determined. Detector has aluminum case and total weight is 9 lbs. In "clearing," operator walks ahead of detecting machine. Whenever pipe is crossed, signal occurs in his headphones. In tracing, transmitter is placed on ground over pipe and receiver is used to trace pipe—signal occurs in headphones when receiver is directly over pipe.



Binks Manufacturing Co. Building at Chicago, Ill.

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On industrial buildings involving large tonnages, the work can be apportioned to all shops to speed production.



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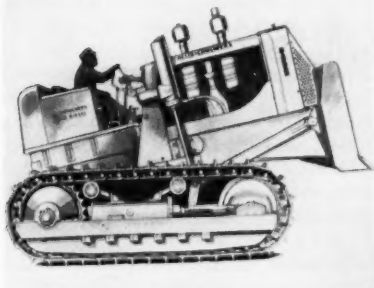
"Clearing" with Detectron pipe detector

**Compound-Melting Furnace**—Hauck Manufacturing Co., 124-136 10th St., Brooklyn 15, N. Y. Bottled gas fired furnaces for melting joint compound, asphalt, tar and similar materials are available in pot capacities of 4, 10, 15 and 25 gals. They have enclosed burners with wide range of heat regulation. No flame impinges on pot. They are offered in wheel-mounted models which can be moved by one man, or base-mounted models.

**Illuminated Bulletin Board**—Industrial Products Co., 2964 N. 4th St., Philadelphia 33. Board with inside flashing light accommodates 2 posters simultaneously between double glass panels. Board will take National Safety Council posters and other sheets up to  $8\frac{1}{2}$ " x  $11\frac{1}{2}$ ". Over-all size of board is  $14\frac{1}{4}$ " wide, 8" deep,  $12\frac{1}{4}$ " high. It is provided with keyhole slots for attaching to wall or other location.

## NEW EQUIPMENT • MATERIALS

**Bulldozer**—*Baker Manufacturing Co., Springfield, Ill.* Model 15X hydraulic no-pushbeam 96" wide bulldozer is made integral with Allis-Chalmers HD-15 crawler tractor. Tractor main spring has been removed and entire front tractor frame and integrally bolted dozer attachment are supported by twin hydraulic cylinders designed by Baker. Stabilizer bars connected to hydraulic pistons and running from track to moldboard function to absorb torsional strain and reduce horizontal forces on tractor frame. Above and behind 51" high moldboard, 15X's protective radiator cover is hinged to open outward, permitting easy access to hydraulic control mechanism which is front-mounted. Blade drops to 15½" below ground and lifts 39½" above ground. Dozer blade weighs 5,366 lbs.



Baker 15X bulldozer

**Power Take-Off**—*Spicer Manufacturing Division, Dana Corp., Toledo, Ohio.* Model K Brown-Lipe power take-off has 2 drive shafts that permit operating separate units at different intervals. Other features include: heavy-duty construction; all shafts or gears mounted on tapered roller bearings; continuous or intermittent operation; both shafts may be assembled to front or rear or one to front and other to rear. By changing input gear, unit may be adapted to other transmissions. It is supplied for cable or lever control.

**Pump**—*Carver Pump Co., Muscatine, Iowa.* New 1½" self-priming centrifugal pump is gasoline engine-driven. It can be carried by one person. It will handle 6,000 g.p.h. at 17' suction lift (including friction) against 17' total head and will prime in less than 30 seconds with pump 10' above water. Described in Bulletin 151 available from manufacturer.



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From the mud of the river bottoms in Missouri and Kansas through the dust and heat of Nebraska, into the rock, frost and hills of Wyoming, CLEVELAND dependability, versatility, economy and all-around "digability" again paid off.



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**Trucks**—*International Harvester Co., 180 N. Michigan Ave., Chicago 1.* New R line of light, medium and heavy-duty motor trucks have 168 basic chassis models in 296 wheelbases, with gross vehicle weight ratings from 4,200 to 90,000 lbs. There are 29 engines—gasoline, LPG and diesel—with h.p. ratings from 100 to 356, and wide selection of transmissions, auxiliary transmissions, axles and axle ratios. Total of 307 new features have been

incorporated in new line. Exterior styling has been re-designed. Some models have duplex-valve-type shock absorbers, visible-flow carburetors with fast-idle cam, downdraft carburetion, improved hydraulic brakes and optional light-weight self-contained air brakes, increased capacity universal joints, stronger rear axle pinion bearing shaft, relocated fuel tank and filler spout to accommodate specialized skirted bodies, new steering knuckle spindles and strengthened engine front

support brackets. They retain International features of geometric steering, deep frame rails with wide flanges, long front and rear springs and optional "all fresh air" cab heating, ventilating and defrosting system.



International RF-194



International Model R-120



International RF-212

**Portable Arc Welders**—*R. H. Shepard Co., Hanover, Pa.* Small welders of 200, 300 or 400 ampere capacities are diesel-powered. They are built as integral units mounted on 4-wheel trailers. They are also available mounted on steel I-beam bases. They have multi-V-belt drive which steps up generator speed to 3,500 r.p.m. Specification sheets are available from manufacturer.

**Concrete Finisher**—*Master Vibrator Co., Dayton 1, Ohio.* New model "Turn-A-Trowel," rotary concrete finisher, has scientifically balanced head to provide easier operation. Gyral safety device is standard equipment. This device shuts off engine automatically in case machine gets away from operator. It may also be used as grounding switch for stopping engine when work is completed. Folder describing machine is available from manufacturer.



Master "Turn-A-Trowel"

## Dependable Equipment for the Construction Industry



### for over 100 Years

Manufacturers of Pile Driving Hammers and Pile Extractors  
**VULCAN IRON WORKS • 329 NORTH BELL AVENUE • CHICAGO 12, ILL.**

## NEW LITERATURE

**Piles**—*The Union Metal Manufacturing Co., Canton 5, Ohio.* Monotube fluted steel piles are presented in Catalog 81. In addition to descriptive information and simplified specifying data, catalog includes typical installation photos, test driving data and other technical information.

**Engines**—*Nordberg Manufacturing Co., Milwaukee 1.* Twelve 2-page specification sheets cover Type 4FS one-, 2- and 3-cylinder diesel engines. Complete engine specifications, equipment data and outline drawings of various engine models are given.

**Calcium Chloride**—*Calcium Chloride Institute, 909 Ring Bldg., Washington 6.* Review of significant literature on subject of calcium chloride in concrete is contained in bibliography, *Calcium Chloride in Concrete*, prepared by Highway Research Board. It presents complete reference and source of information relating to effect of calcium chloride on properties of portland cement and concrete.

**Wire Rope**—*American Chain & Cable Co., 929 Connecticut Ave., Bridgeport, Conn.* Wire Rope Recommendations is designed to recommend best wire rope for each major type of equipment used by contractors. Recommendations are included for bulldozers, backfillers, angledozers, skimmers, etc.

**Hose**—*B. F. Goodrich Co., Akron, Ohio.* Catalog describes 4 types of water suction hose. Table lists types of fittings and recommended uses. It also lists specifications, describes materials and methods used in construction of hose and recommended uses.

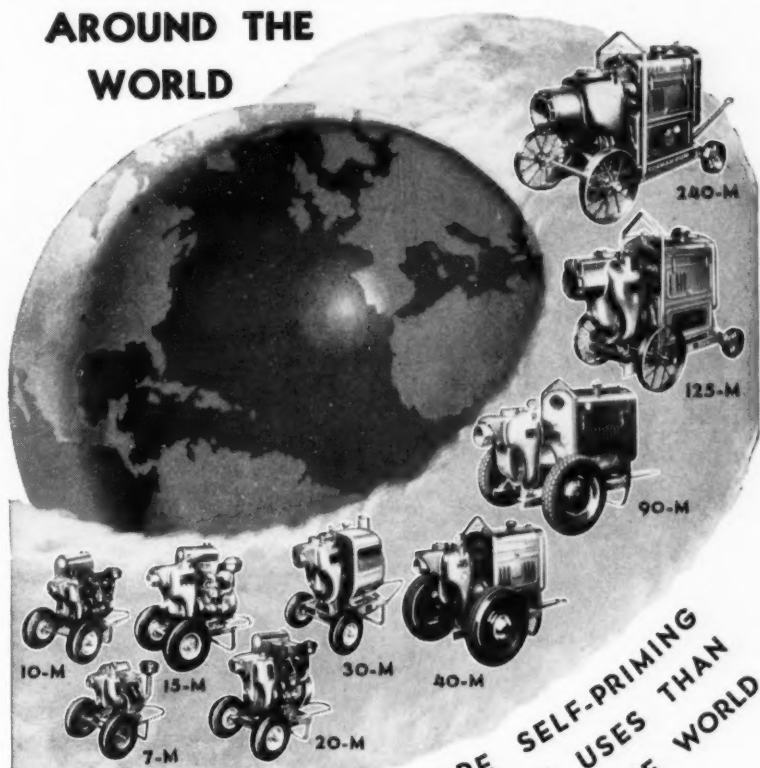
**Dump Bodies, Hoists, Loaders**—*The Galion Allsteel Body Co., Galion, Ohio.* Catalog L-6512, presenting Galion line, includes reference table which permits user to select hoist and body best suited to his needs. Action photos, engineering diagrams, technical data and mechanical specifications are included.

**Computing Machine**—*Remington Rand, Inc., 315 4th Ave., New York 10.* Folder (Booklet AD535) on "Printing Calculator" shows use of machine for estimating, figuring costs, payroll computations, insurance records, extension of bills, tax computations, etc. Five single sheets explaining various construction engineering

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## SELF-PRIMING CENTRIFUGAL PUMPS

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For every requirement and range in capacity from 1000 GPH to the big 10 inch pumping 240,000 GPH the most dependable pump is the Gorman-Rupp.

They will pump more dirty water, more hours, with less fuel, will prime quicker and at higher suction lifts than any other comparable self-priming pump. And -- Gorman-Rupp pumps are guaranteed in plain language by us and our distributors.

*Contractors' Pump Bulletin 8-CP-11 furnished on request.*

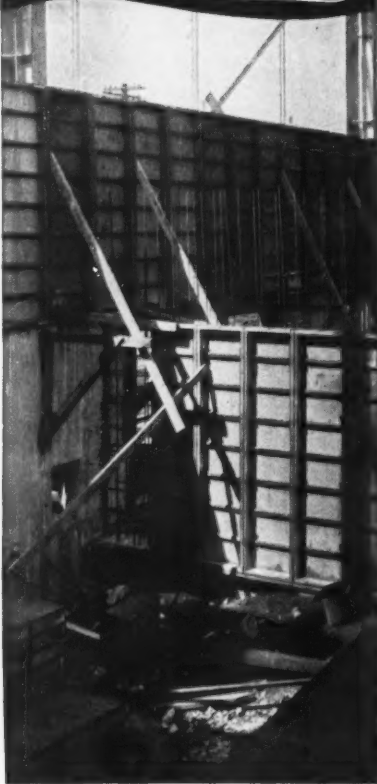
A Complete Line of Engine Powered and Electric Motor Driven Self-Priming and Non-Self-Priming Centrifugal Pumps.

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## NEW LITERATURE

and other figure work procedures are available with folder.

**Roof Insulation**—Owens-Corning Fiberglas Corp., Toledo 1, Ohio. Folder contains more than 40 photos of installations of Fiberglas roof insulation throughout country. Some 350 more jobs are listed along with names of architects, general contractors and roofing contractors. Data concerning thermal conductance and application specifications are included.

**Batching Plants**—Heltzel Steel Form and Iron Co., Warren, Ohio. Bulletin N-33 gives specifications for 30-45-ton portable, multi-purpose batching plants of 2 or 3 compartments. Drawings of plant are included and photos show installations.

**Dumpcrete**—Maxon Construction Co., Manufacturing Division, 131 N. Ludlow St., Dayton 2, Ohio. Folder (Form L-116) describes varied uses for Dumpcrete. It is shown hauling concrete, earth, bulk cement, gravel, gumbo, sand and lime mortar. It is also shown converted to water wagon by addition of spray bar. Special mountings are shown.

**Doors**—The Kinnear Manufacturing Co., 650-680 Fields Ave., Columbus 16, Ohio. Bulletin 75 presents Kinnear's steel rolling service doors, "Akbar" fire doors and shutters, bi-fold-doors, "Rol-TOP" sectional overhead doors, steel rolling grilles and special doors and counter closures. Construction features, specifications and installation types and clearances are included.

**Graders**—Caterpillar Tractor Co., Peoria 8, Ill. Booklet, *Grading Profits* (Form 30595), contains photos of Caterpillar motor graders in action and detailed cut-aways of parts. Advantages of machines are listed and attachments they can use are shown.

**Shovel-Cranes**—Link-Belt Speeder Corp., 307 N. Michigan Ave., Chicago 1. Catalog 2428 covers complete line of 51 Series 1/2-yd. shovel-cranes. Photos show equipment in operation. Data covering upper machinery, crawler, truck and wheel-mounted lower mechanism for each model are included. Detailed section presents operation, features and advantages of "Speed-o-Matic" controls.

## MANUFACTURERS' NOTES

Gilbert E. Herr has been appointed president and general manager of MARION METAL PRODUCTS Co., succeeding the late J. Malcolm Strelitz. He had been vice president and general manager since January 1942.

Henry C. Osterkamp has been appointed field research and development engineer for the Construction and Mining Sales Division of LE ROI Co. Merrill Sedgwick has been named manager of Tractair sales.

Bernhard G. Schneider has been appointed assistant chief engineer of the conveyor equipment section of CHAIN BELT Co.'s Conveyor and Process Equipment Division.

William M. Martin has been named assistant manager of the steel window department of CECO STEEL PRODUCTS CORP. He was formerly vice president in charge of sales for Crittall, Inc.

J. W. Mohler has returned to CATERPILLAR TRACTOR Co. after 10 months as an official with the National Production Board in Washington. He has resumed his former position of assistant director of sales.

G. F. DeCoursin has been appointed general sales manager of THE FOUR WHEEL DRIVE AUTO Co. He had been field sales manager since 1950.

John Pendergast has been named sales promotion manager, Road Machinery Division of THE HEIL Co. He was formerly general manager of The Klemp Co.

George C. Holton has been appointed manager of the Explosives Department of AMERICAN CYANAMID Co. He was for many years assistant manager under R. E. Wiley, who will continue to act as consultant on explosives.

Robert H. McCormick has been appointed sales manager of MASTER VIBRATOR Co. He comes to Master from I.B.M.

J. Von Drasek, vice president of UNIVERSAL FORM CLAMP Co., has been named general manager.

Sydney D. Maddock, president of C.I.T. CORP., has been elected to the board of Directors of C.I.T. Financial Corp., the parent company.

Glenn F. Worthington has been appointed sales manager of MADSEN IRON WORKS, Inc.



## MANUFACTURERS' NOTES

J. A. Miller has been elected president of Rosco Manufacturing Co., succeeding Thorman W. Rosholt who has retired. Mr. Miller was previously secretary.

J. C. Kuhn has been appointed vice president, sales, of ATKINS SAW DIVISION of BORG-WARNER CORP.

George A. Schmus has been named manager of the parts and service department of HARNISCHFEGGER CORP. He has been with Harnischfeger 25 years.

An all-time production record, achieved at TIMKEN ROLLER BEARING Co. in November, was exceeded during December. A total of 242,000 finished bearings were produced for each working day during November. In December, 250,000 finished bearings were produced for each day worked.

ARMCO STEEL Co. has announced plans to add new processing facilities estimated to cost around \$12 million to its plant at Ashland, Ky.

### Obituary

W. Selwyn Ramsay, founder and president of Bay City Shovels, Inc., died December 20. He helped organize the company in 1913.

George R. Weber, vice president, treasurer and a director of Raybestos-Manhattan, Inc., and general manager of its U.S. Asbestos Division plant at Manheim, Pa., died January 14.

### Book on Acoustical Materials

A *Symposium on Acoustical Materials*, published by the American Society for Testing Materials, discusses briefly the origin and history of the acoustical materials industry and outlines the problems to be solved. Papers discuss problems of sound absorption, maintenance, applications and the relationship of many basic physical properties, all of which are being approached by A.S.T.M. Committee C-20 on Acoustical Materials, whose purpose is to formulate suitable test methods and procedures for these materials.

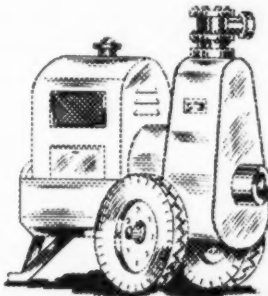
Copies of this 40-page book can be obtained from headquarters of the American Society for Testing Materials, 1916 Race St., Philadelphia 3, Pa., at \$1.00 each.




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**Look for it  
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**YOUR GUARANTEE  
OF PERFORMANCE**





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THIS PUMP COMPLIES  
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**A.G.C. STANDARDS**  
FOR SELF PRIMING  
CENTRIFUGAL PUMPS

Self-Priming and Diaphragm Pumps wearing the AGC plate are guaranteed to give **FULL PERFORMANCE!**

They must meet certain standards of pump performance as set up by the PUMP BUREAU.

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Mansfield, Ohio

**CARVER PUMP CO.**  
Muscatine, Iowa

**CHAIN BELT COMPANY**  
Milwaukee, Wisconsin

**C. H. & E. MANUFACTURING CO.**  
Milwaukee, Wisconsin

**CONSTRUCTION MACHINERY CO.**  
Waterloo, Iowa

**ESSICK MANUFACTURING CO.**  
Los Angeles, California

**FOOD MACHINERY AND  
CHEMICAL CORPORATION**  
Pierless Pump Division  
Los Angeles, California

**THE GORMAN-RUPP CO.**  
Mansfield, Ohio

**THE JAEGER MACHINE CO.**  
Columbus, Ohio

**LEYMAN MANUFACTURING CORP.**  
Cincinnati, Ohio

**MARLOW PUMPS**  
Ridgewood, New Jersey

**NOVO ENGINE CO.**  
Lansing, Michigan

**RICE PUMP & MACHINE CO.**  
Grafton, Wisconsin

**STERLING MACHINERY CORP.**  
Los Angeles, California

**WORTHINGTON CORPORATION**  
Construction Equipment Division  
Plainfield, New Jersey

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Be sure the Mixer you buy is AGC RATED!



## Mixer Manufacturers Bureau

*Affiliated with the Associated  
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Milwaukee, Wisconsin

CONSTRUCTION MACHINERY CO.  
Waterloo, Iowa

THE KNICKERBOCKER CO.  
Jackson, Michigan

KOEHRING COMPANY  
Milwaukee, Wisconsin

THE FOOTE CO., INC.  
Nunda, N. Y.

THE JAEGER MACHINE CO.  
Columbus, Ohio

KWIK-MIX COMPANY  
Port Washington, Wisconsin

THE T. L. SMITH COMPANY  
Milwaukee, Wisconsin

WORTHINGTON CORPORATION  
Construction Equipment Division  
Plainfield, New Jersey

## ADVERTISERS' PRODUCTS

Manufacturers' addresses are listed on page 98

**Aggregate (Light-Weight)**  
Great Lakes Carbon Corp.  
Building Products Division

**Air Entraining Agents**  
A. C. Horn Co.

**Asphalt Plants (Portable)**  
Barber-Greene Co.  
Iowa Mfg. Co.  
White Mfg. Co.

**Backfillers**  
Bucyrus-Erie Co.  
Cleveland Trencher Co.  
Gradall Division  
Harnischfeger Corp.  
Parsons Co.  
Unit Crane and Shovel Corp.

**Batchers**  
Blaw-Knox Division  
Construction Machinery Co.  
Heltzel Steel Form & Iron Co.  
C. S. Johnson Co.

**Bearings (Anti-Friction, Tapered Roller)**  
Hyatt Bearings Division  
Timken Roller Bearing Co.

**Bins**  
Blaw-Knox Division  
L. Burmeister Co.  
Heltzel Steel Form & Iron Co.  
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C. S. Johnson Co.

**Bits (Detachable Drill)**  
Ingersoll-Rand Co.  
Timken Roller Bearing Co.

**Bridges**  
American Bridge Division  
Armco Drainage & Metal Products

**Buckets (Clamshell & Dragline)**  
Blaw-Knox Division  
Bucyrus-Erie Co.  
Harnischfeger Corp.  
C. S. Johnson Co.  
Owen Bucket Co.  
Wellman Engineering Co.

**Buckets (Concrete)**  
Blaw-Knox Division  
Construction Machinery Co.  
Heltzel Steel Form & Iron Co.  
Owen Bucket Co.

**Buildings (Steel)**  
Allied Structural Steel Cos.  
American Bridge Division  
Armco Drainage & Metal Products  
International Steel Co.  
Macomber, Inc.  
Truscon Steel Co.

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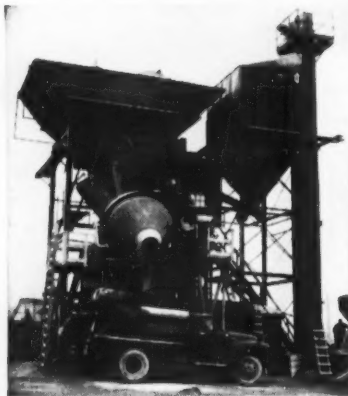
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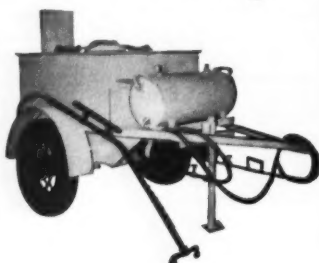
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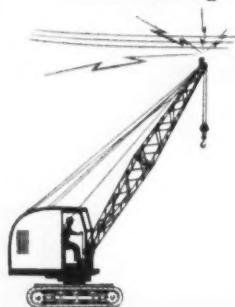
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New York 54, N. Y.

(Continued on page 100)



# INDEX OF ADVERTISERS

<b>A.G.C. Forms and Reports</b>	72	<b>Harnischfeger Corp.</b>	45
<b>Albert Pipe Supply Co.</b>	97	Agency—The Buchen Co.	
Agency—Krate-Basch Associates, Inc.		<b>Hope's Windows, Inc.</b>	81
<b>Allied Structural Steel Cos.</b>	88	Agency—The Moss-Chase Co.	
Agency—The Fensholt Co.		<b>Horn, A. C., Co.</b>	31
<b>Allis-Chalmers Tractor Division</b>	18	Agency—Randolph & Elliott	
Agency—Bert S. Gittins, Advertising		<b>Ingersoll-Rand Co.</b>	46
<b>American Bridge Division, U. S. Steel Corp.</b>	71	Agency—Rickard and Co.	
Agency—Batten, Barton, Durstine & Osborn, Inc.		<b>International Harvester Co.</b>	50, 51
<b>American Casualty Co.</b>	100	Agency—Leo Burnett Co.	
<b>Armco Drainage &amp; Metal Products, Inc.</b>	87	<b>Johnson, C. S., Co.</b>	13
Agency—N. W. Ayer & Son, Inc.		Agency—Andrews Agency, Inc.	
<b>Austin-Western Co.</b>	Cover 2	<b>Kochring Co.</b>	13
Agency—The Advertising Corp.		Agency—Andrews Agency, Inc.	
<b>Barber-Greene Co.</b>	6	<b>Laclede Steel Co.</b>	84
Agency—The Buchen Co.		Agency—Batz-Hodgson-Neuwolner Advertising Agency	
<b>Barnes Manufacturing Co.</b>	39	<b>LeTourneau, R. G., Inc.</b>	60, 61
Agency—Odell and Associates		Agency—Andrews Agency, Inc.	
<b>Blaw-Knox Division</b>	35	<b>Lone Star Cement Corp.</b>	2
Agency—Russell T. Gray, Inc.		Agency—Cowan & Dengler, Inc.	
<b>Bucyrus-Erie Co.</b>	Cover 4	<b>Macomber, Inc.</b>	26
Agency—Bert S. Gittins, Advertising		<b>Mahon, R. C., Co., The</b>	8
<b>Burmeister, L., Co.</b>	96	Agency—Anderson, Inc.	
Agency—Western Advertising Agency		<b>Marquette Cement Manufacturing Co.</b>	24
<b>C.I.T. Corp.</b>	4	Agency—George H. Hartman Co.	
Agency—Fuller & Smith & Ross, Inc.		<b>Martin Machine Co.</b>	36
<b>Caterpillar Tractor Co.</b>	40, 41	Agency—Hosler Advertising, Inc.	
Agency—N. W. Ayer & Son, Inc.		<b>Mixer Manufacturers Bureau</b>	94
<b>Ceco Steel Products Corp.</b>	Cover 3	Agency—Weston-Barnett, Inc.	
Agency—Charles O. Puffer, Advertising		<b>National Surety Corp.</b>	79
<b>Chain Belt Co.</b>	42	Agency—Parker-Allston Associates, Inc.	
Agency—The Buchen Co.		<b>Naylor Pipe Co.</b>	83
<b>Cleveland Trencher Co., The</b>	89	Agency—Fred H. Ebersold, Inc.	
Agency—Meermans, Inc.		<b>Northwest Engineering Co.</b>	10
<b>Complete Machinery &amp; Equipment Co.</b>	97	Agency—Russell T. Gray, Inc.	
Agency—William von Zehle and Co.		<b>Oliver Corp., The</b>	28
<b>Construction Machinery Co's.</b>	86	Agency—The Buchen Co.	
Agency—Weston-Barnett, Inc.		<b>Owen Bucket Co., The</b>	95
<b>Continental Motors Corp.</b>	63	Agency—T. H. Ball and Son	
Agency—Cummings & Hopkins		<b>Parsons Co.</b>	12, 13
<b>Contractors Pump Bureau</b>	93	Agency—Andrews Agency, Inc.	
Agency—Weston-Barnett, Inc.		<b>Roche Estimating Methods</b>	85
<b>Detroit Diesel Engine Division, General Motors Corp.</b>	20	<b>Rogers Bros. Corp.</b>	68
Agency—Kudner Agency, Inc.		Agency—T. H. Ball and Son	
<b>Dixon Valve &amp; Coupling Co.</b>	64	<b>Seaman Motors, Inc.</b>	75
Agency—George C. Taylor Advertising		Agency—Morrison Advertising, Inc.	
<b>Electro-Alarm Safety Devices</b>	98	<b>Sloane, H. A., Associates</b>	95
<b>Employers Mutuals of Wausau</b>	67	Agency—Posner-Zabin Advertising	
Agency—Reincke, Meyer & Finn		<b>Symons Clamp and Mfg. Co.</b>	92
<b>Euclid Road Machinery Co., The</b>	14	Agency—Marsteller, Gebhardt and Reed, Inc.	
Agency—The Bayless-Kerr Co.		<b>Thew Shovel Co., The</b>	49
<b>Fire Association of Philadelphia</b>	85	Agency—Hosler Advertising, Inc.	
Agency—Horton-Noyes Co.		<b>Truscon Steel Division, Republic Steel Corp.</b>	16
<b>Flint Steel Corp.</b>	96	Agency—Meldrum & Fewsmith, Inc.	
Agency—Watts, Payne—Advertising, Inc.		<b>Union Metal Manufacturing Co., The</b>	55
<b>Foster, L. B., Co.</b>	69	Agency—The Griswold-Eshleman Co.	
Agency—Lando Advertising Agency		<b>Vibro-Plus Products, Inc.</b>	77
<b>Goodyear Tire &amp; Rubber Co., The</b>	1	Agency—William von Zehle and Co.	
Agency—Kudner Agency, Inc.		<b>Vulcan Iron Works</b>	90
<b>Gorman-Rupp Co., The</b>	91	Agency—The Biddle Co.	
Agency—Coleman Todd & Associates		<b>Wellman Engineering Co., The</b>	82
<b>Griffin Wellpoint Corp.</b>	80	Agency—The Griswold-Eshleman Co.	
Agency—Posner-Zabin Advertising		<b>White Mfg. Co.</b>	98
<b>Gulf Oil Corp.</b>	65	Agency—Juhl Advertising Agency	
Agency—Young & Rubicam, Inc.		<b>Wodack Electric Tool Corp.</b>	100

## MANUFACTURERS LISTED IN GUIDE

(Continued from page 98)

**Gulf Oil Corp.**  
Gulf Building  
Pittsburgh 30, Pa.

**Harnischfeger Corp.**  
4400 W. National Ave.  
Milwaukee 46, Wis.

**Heltzel Steel Form & Iron Co.**  
Warren, Ohio

**Hope's Windows, Inc.**  
Jamestown, N. Y.

**A. C. Horn Co.**  
10th St. & 44th Ave.  
Long Island City 1, N. Y.

**Hyatt Bearings Division**  
**General Motors Corp.**  
Harrison, N. J.

**Ingersoll-Rand Co.**  
11 Broadway  
New York 4, N. Y.

**Insulated Clothing Mfg. Co.**  
33 E. 38th St.  
New York 16, N. Y.

**Insurance Co. of North America**  
1600 Arch St.  
Philadelphia, Pa.

**International Harvester Co.**  
180 N. Michigan Ave.  
Chicago 1, Ill.

**International Steel Co.**  
1906 Edgar St.  
Evansville 7, Ind.

**Iowa Mfg. Co.**  
Cedar Rapids, Iowa

**Jaeger Machine Co.**  
528 Dublin Ave.  
Columbus 16, Ohio

**C. S. Johnson Co.**  
Champaign, Ill.

**Kinnear Mfg. Co.**  
650-680 Fields Ave.  
Columbus 16, Ohio

**Knickerbocker Co.**  
Jackson, Mich.

**Koehring Co.**  
3026 W. Concordia Ave.  
Milwaukee 16, Wis.

**Kwik-Mix Co.**  
Port Washington, Wis.

**Laclede Steel Co.**  
Arcade Bldg.  
St. Louis 1, Mo.

**Lehigh Portland Cement Co.**  
Allentown, Pa.

**LeRoi Co.**  
1706 S. 68th St.  
Milwaukee 14, Wis.

**R. G. LeTourneau, Inc.**  
Peoria 5, Ill.

**Leyman Mfg. Corp.**  
Cincinnati 2, Ohio

**Lone Star Cement Corp.**  
100 Park Ave.  
New York 17, N. Y.

**Lubriplate Division**  
**Fiske Brothers Refining Co.**  
Newark 5, N. J.

**Macomber, Inc.**  
Canton 1, Ohio

**R. C. Mahon Co.**  
Detroit 34, Wis.

**Marlow Pumps**  
Ridgewood, N. J.

**Marquette Cement Mfg. Co.**  
20 N. Wacker Drive  
Chicago 6, Ill.

**Martin Machine Co.**  
Kewanee, Ill.

**McKiernan-Terry Corp.**  
18 Park Row  
New York 38, N. Y.

**Michigan Power Shovel Co.**  
485 Second St.  
Benton Harbor, Mich.

**National Surety Corp.**  
4 Albany St.  
New York, N. Y.

**Naylor Pipe Co.**  
1280 E. 92d St.  
Chicago 19, Ill.

**Northwest Engineering Co.**  
Field Bldg., 135 S. LaSalle St.  
Chicago 3, Ill.

**Novo Engine Co.**  
212 Porter St.  
Lansing 5, Mich.

**Oliver Corp., Industrial Division**  
19300 Euclid Ave.  
Cleveland 17, Ohio

**Owen Bucket Co.**  
7750 Breakwater Ave.  
Cleveland 2, Ohio

**Parsons Co.**  
Newton, Iowa

**Rice Pump & Machine Co.**  
Grafton, Wis.

**W. A. Riddell Corp.**  
Bucyrus, Ohio

**Roche Estimating Methods**  
128 Western Ave.  
Glendale 1, Calif.

**Rogers Bros. Corp.**  
223 Orchard St.  
Albion, Pa.

**Joseph T. Ryerson & Son, Inc.**  
P. O. Box 8000-A  
Chicago 80, Ill.

**Safway Steel Products, Inc.**  
6241 W. State St.  
Milwaukee 13, Wis.

**Seaman Motors, Inc.**  
276 N. 25th St.  
Milwaukee 3, Wis.

**H. A. Sloane Associates**  
415 Lexington Ave.  
New York 17, N. Y.

**Smith Engineering Works**  
510 E. Capitol Drive  
Milwaukee 12, Wis.

**T. L. Smith Co.**  
2853 N. 32d St.  
Milwaukee 10, Wis.

**Sterling Machinery Corp.**  
1950 Santa Fe Ave.  
Los Angeles 21, Calif.

**Symons Clamp & Mfg. Co.**  
4259 W. Diversey Ave.  
Chicago 39, Ill.

**Thew Shovel Co.**  
Lorain, Ohio

**Timken Roller Bearing Co.**  
Canton 6, Ohio

**Trinity White, General Portland Cement Co.**  
111 W. Monroe St.  
Chicago 3, Ill.

**Truscon Steel Co.**  
Youngstown 1, Ohio

**Union Metal Manufacturing Co.**  
Canton 5, Ohio

**Unit Crane and Shovel Corp.**  
6307 W. Burnham St.  
Milwaukee 14, Wis.

**United States Rubber Co.**  
Rockefeller Center  
New York 20, N. Y.

**Universal Atlas Cement Co.**  
100 Park Ave.  
New York 17, N. Y.

**Vibro-Plus Products, Inc.**  
54-11 Queens Blvd.  
Woodside, N. Y.

**Vulcan Iron Works**  
329 North Bell Ave.  
Chicago 12, Ill.

**Wellman Engineering Co.**  
7015 Central Ave.  
Cleveland 4, Ohio

**White Mfg. Co.**  
Elkhart, Ind.

**Wilson-Albrecht Co.**  
3563 Wooddale Ave.  
Minneapolis 16, Minn.

**Wisconsin Motor Corp.**  
Milwaukee 46, Wis.

**Wodack Electric Tool Corp.**  
4627 W. Huron St.  
Chicago 44, Ill.

**Worthington Corp.**  
Holyoke, Mass.

**Worthington Corp.—Constr. Equip. Div.**  
Plainfield, N. J.

### Ask Any Contractor Who Uses Wodacks



**WODACK "Do-All"®**  
Combination Electric  
Hammer and Drill

The customers who keep the Wodack plant busy making Wodack "Do-All" Electric Hammers are those who have used them and keep on ordering more.

One manufacturer has 114, an elevator contractor 58, a public service company 101, and thousands of contractors have one or more.

Your first order is the important one. Compare the Wodack "Do-All" with

other hammers and you too will standardize on Wodacks.

Write your next order for a Wodack "Do-All"; the electric hammer that is also an electric drill. Ask for Bulletin 510-C and Price List.

**Wodack® Electric Tool Corp.**  
4629 W. Huron St., Chicago 44, Ill.  
AUSTIN 7-9866

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A sound understanding of  
the problems of the qualified  
contractor who requires  
surety credit

**American Casualty Company**  
READING, PENNSYLVANIA

made  
to outlast

**any school...  
cut maintenance too!**



**In times like these** it's just good business  
to take a second long look when selecting windows  
for your school buildings.

Cost, of course, is a factor, but the WAY cost  
is figured is the important thing.

How long will the windows last?

What about maintenance?

Those two questions are keys to better buying  
and here Ceco-Sterling Aluminum Double-Hung Windows  
win on both counts. Made of ageless aluminum,  
they give rugged life-time service . . . will outlast any school . . .  
won't rust, rot, warp, or swell . . . provide the  
tightest weather seal ever.

When it comes to maintenance Ceco-Sterling  
Aluminum Windows deliver a plus value.  
No painting is necessary and cleaning  
is a mere matter of wiping.



**CECO STEEL PRODUCTS CORPORATION**

Offices, warehouses and fabricating plants in principal cities  
General Offices: 5601 W. 26th St., Chicago 50, Illinois

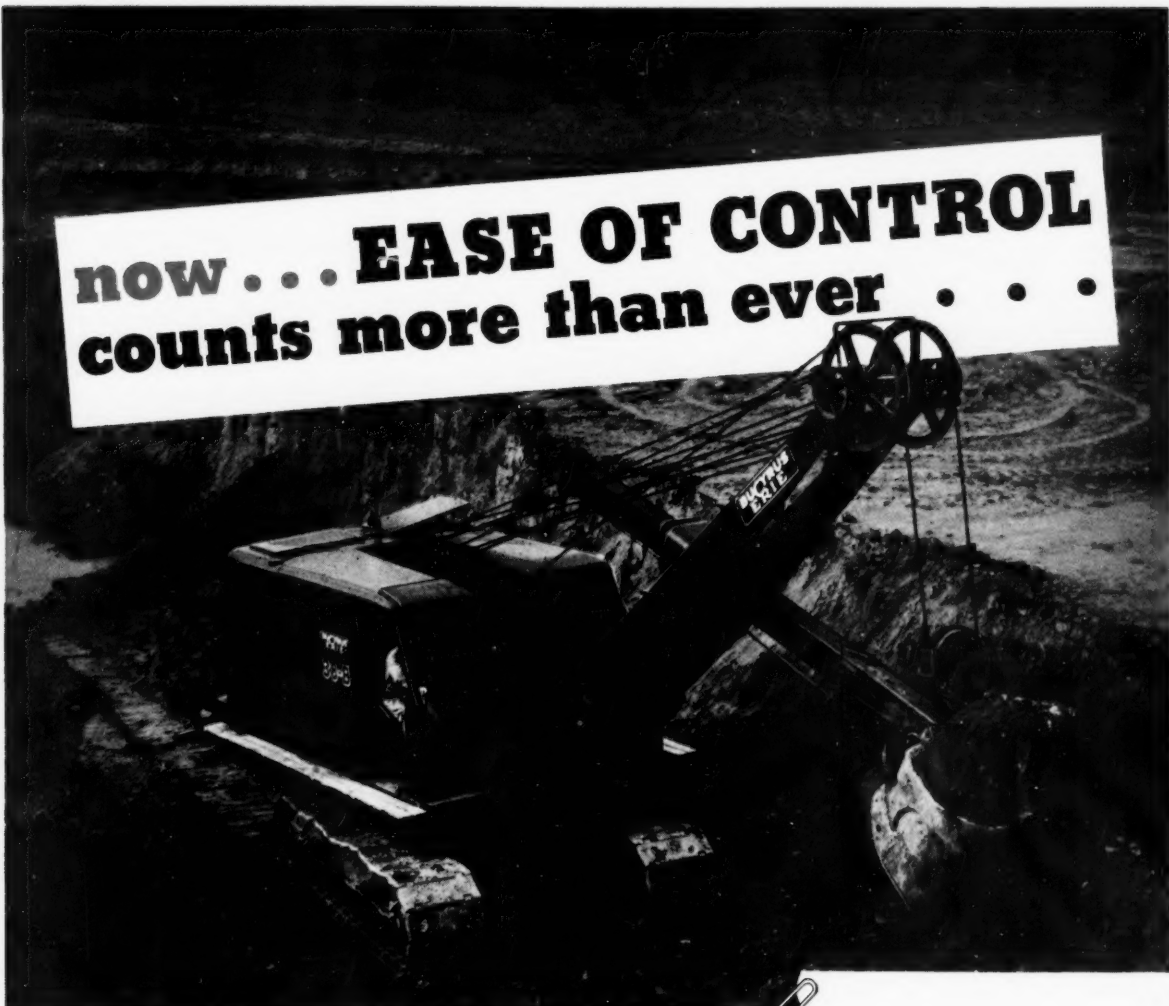


Here is Ceco-Sterling **Double-Hung** Aluminum Window, series 200-B

*In construction products  
**CECO ENGINEERING**  
makes the big difference*



**now . . . EASE OF CONTROL  
counts more than ever . . .**



and it's yours with **BUCYRUS-ERIE** excavators

Speed, smooth operation and unmatched ability to take tough going have made Bucyrus-Eries a favorite with earth-moving men everywhere. And all these qualities can be applied to fullest advantage on every job because a Bucyrus-Erie operator is really master of his machine.

First, he has plenty of space to move freely and comfortably . . . with full visibility of his work at all times. Control levers are grouped within easy reach, with lever throws short enough for convenience . . . but long enough to give the operator accurate "feel." Big, slow speed clutches and brakes respond smoothly, yet quickly to give him constant direct control of the load every moment of the work cycle.

With direct-action control, it's easy for operators to keep up a steady, output-building pace from the beginning of the shift to the end. If that's the kind of performance you'd like on *your* job, standardize on Bucyrus-Erie.

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**Save time . . . save money  
... with the Bucyrus-Erie Hydrocrane**

The compact, truck-mounted Hydrocrane handles an almost endless variety of jobs efficiently, at low cost. Full hydraulic control . . . pin-point accuracy . . . telescoping boom . . . easily set, hydraulically operated outriggers . . . and it's readily convertible in the field to dragshovel front-end, called Hydrohoe.

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